2 APRIL 1954

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IS WELL WORTH LOOKING FOR!

This is the sign of the Tecalemit Specialised Maintenance Service. Only garages displaying it have the equipment and specially trained staff to give your car this service; it will certainly pay you to look out for the Target and Arrow sign and pin-point the handiest garage for future use. You can then be sure of a job well done in every detail, so that you won't have to worry about unexpected breakdowns due to minor faults. The service is quite inexpensive, too!

THE AUTHORITY ON LUBRICATION

TECALEMIT

PLYMOUTH ENGLAND

The Tecalemit Specialised Maintenance Service entails the lubrication of each moving part and the checking of every component that contributes to the working of the vehicle.

T432

have your

ROOTES GROUP CAR OR TRUCK

spring-cleaned!

ROOTES GROUP SPECIALISED SERVICE

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See the latest equipment for speeding production at Britain's fourth

MECHANICAL HANDLING

EXHIBITION & CONVENTION

OLYMPIA · LONDON · 9-19 JUNE 1954

MECHANICAL HANDLING is so important that no industry can function properly without it; unnecessary work is eliminated, bottlenecks are overcome, and production is increased many-fold. Britain's Mechanical Handling Exhibition and Convention—held every second year—is the biggest of its kind in the world. Nowhere else can you see such a comprehensive range of equipment, or hear experts in so many industries discuss the latest machines and methods.

This year's Exhibition will demonstrate the enormous strides made in handling techniques during the last two years, and bring to the Convention platform Britain's leading mechanical handling engineers who will point the way to higher output at lower cost. Plan *your* visit today! Post the coupon for full particulars.

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So vast is this exhibition that ample floor space is provided for much of the equipment to be demonstrated under working conditions.

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Organized by 'MECHANICAL HANDLING'—the journal of industrial mechanization

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Please send me the 1954 Exhibition Brochure with details of Convention, free season ticket, etc.

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Grease, dirt, road grime vanish;
the deep-down colour comes to life.
No hard rubbing.
Try a tin today and *prove* it!

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DEEP GLOSS

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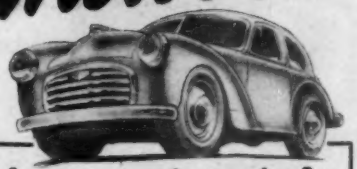
Shines the deep-down colour back

Made by the makers of Johnson's Wax

For almost every motoring problem . . .

Holts have the answer!



Cracked cylinder block . .

A permanent repair for internal or external cracks. Suitable for cast-iron and aluminium. Repairs in 30 minutes without dismantling. Withstands vibration, heat and pressure. As used by leading Transport Companies.

½ pint 8/6 1 pint 15/- 1 quart 25/-

WONDARWELD

Use 1 pint to every 3 gallons total water capacity.

Leaky radiator trouble . . .

A 5 minute permanent repair, that works while you drive. Unaffected by temperature, water-pressure or anti-freeze, contains no dangerous powders or harmful corrosives. Cannot clog. Recommended by service stations throughout the world.

RADWELD

For cars 3/6 For trucks 6/-

A permanent repair for dented, holed and rusted metals

Applied like putty—sets metal hard

Permanently repairs all dented, holed or rusted metals. Applied like putty, sets harder than lead. Can be filed, drilled or sanded to give imperceptible repair. Water, oil and petrol-proof. Takes paint or cellulose.

LOY PLASTIC METAL in putty form is ideal for the repair of car bodies, wings, tanks etc.

LOY self-adhesive FABRIC SHEETING is used as reinforcement for weak rusted out areas before applying Loy Metal.

LOY SOLVENT essential for softening Loy Sheeting and thinning Loy Metal to brush or spray consistency.

LOY PLASTIC METAL

LOY METAL	Handy tin 4/6	LOY FABRIC SHEETING	
	Major tin 25/-		Handy size 3/6
SOLVENT	Handy size 2/6		Minor size 9/-
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LOY HANDY KIT (containing Loy Metal, Solvent and Sheeting) 8/6. LOY IN TUBES for handy use 3/-

Radiator boiling up . . .

The complete cleanser for the entire cooling system. Cleans, inhibits and protects. Quickly removes rust, scale and lime deposits. Completely harmless. Safe for all metals including aluminium. Containing exclusive Radflush Inhibitor.

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Complete treatment 8/6

Worn engine burning oil . . .

Oil consumption reduced, compression improved by 30 minute treatment which forms self-lubricating seal at piston top. Gives new car performance up to 10,000 miles. No dismantling. Endorsed by entire Motoring Press.

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Up to 12 h.p. 15/- Over 12 h.p. 25/- Motor Cycles 8/6

Silencer and exhaust leaks . . .

Repair cracks and leaks in your exhaust system with this simple finger and thumb repair. The plastic gas-tight seal sets hard, withstands heat and vibration, prevents harmful fumes. No dismantling—No tools required.

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3/6 per tin

Upholstery cleaning . . .

A 'Dry-bubble' method to shift stains, grease and dirt from fabrics, leather, carpets etc. Restores colour and freshness, non-inflammable and harmless as water. Invaluable in car and home.

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Spray-on glass cleaner . . .

Holtspray in a flexible 'spray' bottle removes dirt, grease, insect stains from windscreens, mirrors, windows, etc. Spray on and wipe off. For car pocket and kitchen shelf. Always ready for use.

HOLTSPRAY

Per bottle 3/-. Concentrate refills, per bottle (12 refills) 2/6

20 minute tune-up . . .

Transform your car's performance. Poured in air intake, sluggish engines regain quick starting, brisk acceleration, smooth running. Frees gummed rings and valves.

COMPRESSION PRIMER

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Keep all metals bright . . .

A quick wipe-on method that prevents tarnishing. Britect protects the brilliance of chrome, brass, copper and all bright metals with an invisible skin that lasts for months without further polishing. Flexible, withstands heat.

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Wax polish plus Silicones . . .

The rich brilliance of real wax and the extra protective qualities of silicones are combined in Wondarwax. In easy-to-apply emulsion form, Wondarwax gives a hard film of lustrous wax without hard rubbing. Unaffected by heat, cold and damp.

WONDARWAX

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Repair cracked batteries

A permanent anti-acid repair for cracks in bakelite, plastic, composition, metal, etc. Used straight from the tube, Batrepair adheres to the crack, dries hard to a permanent repair. Unaffected by petrol, oil, water and chemical solutions.

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Stop battery corrosion . . .

Corrosion-free terminals always. No more terminal replacements. Kills corrosion, prevents further deposits on battery terminals and surrounding metal work. Not just a grease, a safe, active alkaline neutraliser.

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Per tube 1/6 and 3/-

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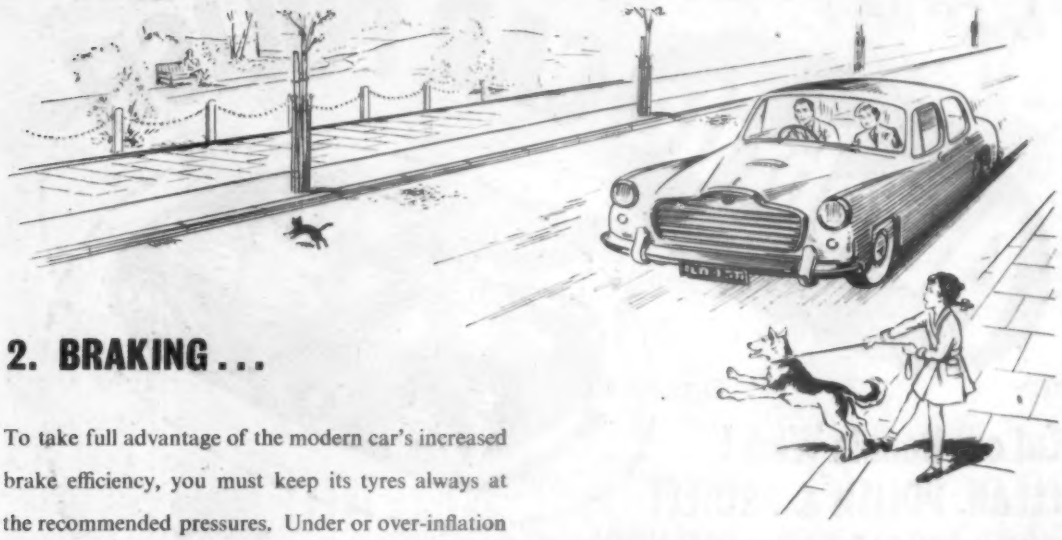
Are you getting the best your car can give?



2. BRAKING . . .

To take full advantage of the modern car's increased brake efficiency, you must keep its tyres always at the recommended pressures. Under or over-inflation unnecessarily reduces not only your margin of safety, but also the other benefits of up-to-date design: the livelier acceleration, safer speed, more sensitive steering, greater comfort and economy — in fact, the car's entire performance. By making the maintenance of correct tyre pressures a matter of simple routine, the Schrader tyre valve — essentially unaltered since 1898 and now standard all over the world — and the Schrader tyre pressure gauge play an ever more important part in motoring progress.

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Keeper of the Air you ride on

A. SCHRADER'S SON · BIRMINGHAM · ENGLAND

WHOLE-CAR SILICONE-PROTECTION!

Autobrite CAR POLISH

Cut out Double Work!
CLEAN, POLISH & PROTECT YOUR WHOLE CAR—INCLUDING ALL CHROMIUM in ONE easy operation!

★ Gives lasting protection to the whole car — glass, chromium and coachwork. Autobrite

★ Positively prevents rust, tarnish and oxidisation. Autobrite

★ No separate cleaner needed—cleans, polishes and protects in one easy operation. Autobrite

Silicones are a miracle of modern science. 'Autobrite' is sold under a straightforward money-back guarantee.

5/-

'AUTOBRITE' NEEDS NO SEPARATE CLEANER
POSITIVELY NO RUBBING
★ WIPE IT ON
LET IT DRY . . .
★ WIPE IT OFF

Silicone PROTECTION

LASTS & LASTS & LASTS
— TAKES CARE OF
ALL YOUR CAR

There is positively NO difficulty in retouching or repainting a surface treated with 'Autobrite' and no increased labour or expense is involved.

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TENSION-DRIED, GUM-DIPPED

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Fit Firestone *LEAKPROOF* TUBES—they cost no more!

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One of the many important jobs for 'Bostik' Adhesive is sticking draught excluders to car doors. The 'Bostik' System of Adhesion and Sealing was developed to meet the Motor Industry's never ending demand for faster, cheaper, and more efficient production methods. ALL British Car Manufacturers use 'Bostik' Adhesives, Prestik, and 'Bostik' Sealing Compounds confident in the knowledge that . . .

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We don't ask you to take to the Bush...

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Suppose you're stubborn . . . Suppose you ignore our advice, demand a bush specially produced, in meagre quantities, to some bastard size of your own which entails special drawings, patterns, toolings and so on . . . Very well ! For the sake, perhaps, of a trifling difference in one dimension (and your own naughty pride) you pay more and wait longer — and kick yourself thereafter.

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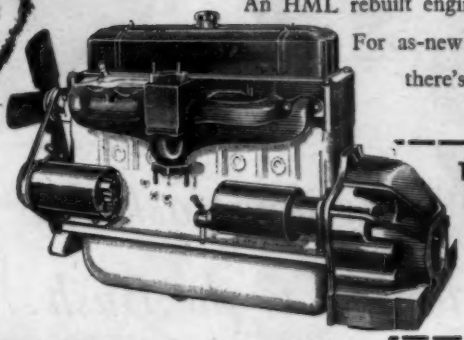
An HML rebuilt engine puts new life into a tired Vauxhall. For as-new performance and operating economy there's nothing to equal an HML Rebuild.



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Covers all models Vauxhall and Bedford. Your old engine taken in part exchange. We deliver the new engine first — you send the old one in afterwards. Exchange prices from as low as £35.

Deferred terms available. May we send you a copy of our booklet?

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REALLY HELPS IN WINTER FOG, MAKES NIGHT DRIVING SAFER, AND ELIMINATES STRAIN.

AN OPTICAL PRODUCT RECOMMENDED BY THE MOTORING PRESS
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Remarkable Brightening Effect—"*The Motor*"
Most Beneficial—"*Country Life*"
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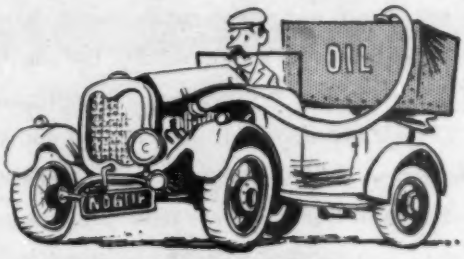
Standard Model 26/3.
Clip-over 18/9. Popular Model 20/7.

FROM OPTICIANS GARAGES OR PARTICULARS FROM :—

ABBEY GLASS WORKS LTD.
21 CORAM STREET, W.C.1 *Telephone: TERminus 9921/2*

USING TOO MUCH OIL . . ?



If your engine is drinking oil, fit Cords, most widely used piston rings in the world. Scientifically designed to minimise wear in any four-stroke engine, and to take up wear in an old engine.

Write to-day for your copy of "Cords Case Histories" which gives facts & figures of some outstanding results

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CUPPED (Dished Rings) **OILGUARD** (Ventilated Type)
FITZALL (Split-Skirt Expanders) **CAMATIC** (Solid-Skirt Expanders)

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2 YEARS' INSURED LIFE

Miles livelier!

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DOUBLE CHANNEL Adjustable Spanners

Stock No.	Size	Capacity			Price
ADC 203	3½"	5/16"	B.S.F. ¼"	B.S.W. .525 A/F	11/-
ADC 204	4½"	9/16"	B.S.F. ⅜"	B.S.W. .920 A/F	18/-
ADC 207	7½"	1¼"	B.S.F. 1"	B.S.W. 1.670 A/F	

KING DICK Adjustable Spanners

Stock No.	Model	Size	Capacity			Price
AKD 203	0	3"	5/16"	B.S.F. ¼"	B.S.W. .525 A/F	6/-
AKD 204	1	4"	½"	B.S.F. 7/16"	B.S.W. .920 A/F	7/3
AKD 206	2	6"	⅞"	B.S.F. 11/16"	B.S.W. 1.250 A/F	9/9
AKD 209	3	9"	1¼"	B.S.F. 1¼"	B.S.W. 1.875 A/F	25/6

ADJUSTABLE SPANNERS

AUTO TYPE Adjustable Spanners

Stock No.	Size	Capacity			Price
AAW 207	7"	⅝"	B.S.F. 11/16"	B.S.W. 1.250 A/F	5/11
AAW 209	9"	⅞"	B.S.F. ¾"	B.S.W. 1.500 A/F	9/9
AAW 211	11"	1¼"	B.S.F. 1¼"	B.S.W. 1.875 A/F	11/3
AAW 215	15"	1½"	B.S.F. 1⅝"	B.S.W. 2.250 A/F.	20/3

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Stock No.	Size	Capacity			Price
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ACW 206	6"	7/16"	B.S.F. ⅜"	B.S.W. .750 A/F	11/6
ACW 208	8"	9/16"	B.S.F. ½"	B.S.W. 1.0 A/F	13/9
ACW 210	10"	11/16"	B.S.F. ⅝"	B.S.W. 1.125 A/F	16/-
ACW 212	12"	¾"	B.S.F. ¾"	B.S.W. 1.313 A/F	25/6
ACW 215	15"	1⅛"	B.S.F. 1"	B.S.W. 1.750 A/F	41/3
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R/C170

Available in hard-wearing **COTTON DUCK, BEDFORD CORD,** luxurious **TARTAN CLOTHS** and the popular **TYGAN PLASTIC CHECKS**

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Please send me quotation and free patterns of car seat covers for my

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Name .....

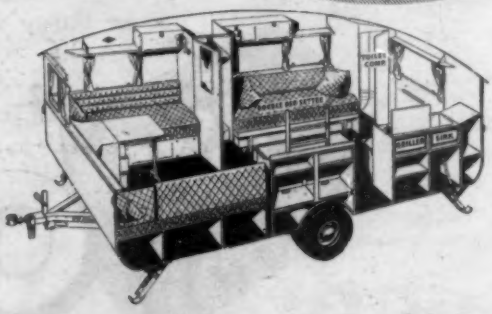
Address .....

Name and locality of my garage .....

AUTOCAR—2

You MUST LOOK INTO THE ECCLES NEW DEMOCRAT

This 16ft. 6in. living/touring caravan once again illustrates the outstanding superiority of Eccles design and craftsmanship in its price range.



Built to sleep four people in luxurious comfort in a spacious well lighted interior, the "New Democrat" includes every refinement and convenience. An unobtrusive toilet compartment can be fitted as an extra.

Send for illustrated leaflets describing the "famous five" caravans of our 1954 range—10ft. "Coronet," 11ft. 6in. "Coronation" Mk. II, 14ft. "Alert" Mk. V, 16ft. 6in. "New Democrat" and 18ft. "New Imperial" Mk. II.

ECCLES (BIRMINGHAM) LTD.

126 HAZELWELL LANE, STIRCHLEY, BIRMINGHAM, 30

The connoisseur's choice

Ace

'SILVER PEAK & WHITE PEAK' NUMBER PLATES

If you have ever noticed how smart some number plates look, you were probably admiring the Ace "Silver Peak." These are the number plates with the anodic satin-silver finished, non-glare characters—a firm favourite of discerning motorists because their style is neater, they harmonise with the car chrome and because they withstand the test of time. There's a "White Peak" too, for those who prefer white characters and the new Ace "Registrator" translucent rear number-plate which you should fit if intent upon perfecting your rear lighting. It can be mounted on to the rear body panel so that twin rear and stop lights may be fitted on the wings—the number plate contains its own lighting. It is certainly the number plate you should fit on your new car—it has all the attractive features of much more expensive translucent number plates, but there is no glass, lighting consumption is lower, no recess is needed in the body, and the plate is only 1in. thick. Please write for fully illustrated catalogue, free on request.

Britain's best number plates REGISTRATOR TYPE S.1

Ace

'RIMBELLISHERS'

Can you picture your own car fitted with "Rimbellisher" wheel trims? The improvement to your car's appearance—not just to the wheels—will surprise you. They make wheel cleaning easier, too, and they protect the wheel paint from flying stones, etc. The quality of chrome plating we now use is back to pre-war standard so they will maintain their attractive and fresh appearance with little effort. "Rimbellishers" are easy to fit and they *cannot* work loose, rattle or fly off. The patent worm-drive self-locking fasteners shown below are used to fit the rim to the wheel and ensure a 100% secure fixing. Order a set from your garage—you will be more than pleased with them. Catalogue free on request. PRICE £6 . 0 . 0 per set of Four and Fittings.

Ask your garage to fit them on your car . . .

Manufactured by

CORNERCROFT LTD.

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When replacing your Fuel or Oil Lines insist on WINGARD precision-made replacements for years of trouble-free service. The range of 70 models includes one made especially for *your* Car.

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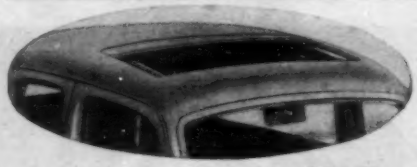
Makers of Dependable Vehicle Equipment



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CAR SEAT COVERS. For single seats. Something entirely new in seat comfort. To fit bench or bucket type seats. Padded with foam rubber and upholstered in a range of colours to match or contrast with car interior. On or off in a moment. 55/- each, carriage paid.

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Safety glass, chromed brackets. Fitted with four self-tapping screws supplied. Fresh air without draughts.
65/- per pair plus 1/6 postage.

Mark items in which you are interested with X. Fill in the coupon, cut out this advertisement and post for full particulars.

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THE CARS FOR EXACTING SERVICE

Whether Saloon, Station Wagon, Delivery Van or Ambulance — all have the same outstanding qualities: graceful lines, a distinctive modern design, exceptional driving properties, reliability and economy. Its appearance and performance make the SKODA 1200 a thoroughbred of today, the well-known name SKODA stands as its guarantee.

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An armoured helmet was an essential part of his protection.

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A clean AC oil filter is an essential part of your engine protection....

....against dangerous carbon, dust, metal particles and sludge in your oil. Dirty oil can do immeasurable damage and shorten the life of your engine.

For complete protection against dirty oil your AC Oil Filter should be *renewed regularly*. Have yours checked today. A *clean* AC Oil Filter saves you money on oil, petrol and repairs—and helps maintain the value of your car.

Change your oil filter regularly

AC OIL FILTERS

AC-DELCO DIVISION
OF GENERAL MOTORS LTD.
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GREAT ELIZABETHANS

It's a moot point whether Sir Francis Drake would have dressed his beard with IMPERIAL LEATHER Brilliantine or shaved it off with IMPERIAL LEATHER Shaving Soap had Cussons made IMPERIAL LEATHER then

Cussons

IMPERIAL LEATHER SHAVING SOAP

MAKES NEW ELIZABETHANS FEEL GREAT

This firm, free-lathering shaving stick in attractive container is a joy to shave with and a luxury that lasts. **Refills always available.** Use also Imperial Leather After-Shave Lotion and Talc to complete your luxury shave. From all good shops.

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BRAND NEW, GUARANTEED

BATTERIES

FROM **49/6**

By well-known Manufacturer. Full capacity. Fully Plated.

LATEST UP-TO-THE-MINUTE DESIGN AND CONSTRUCTION.

EXACT REPLACEMENTS FOR ALL CARS INCLUDING—

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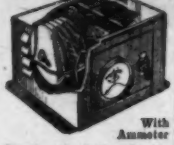

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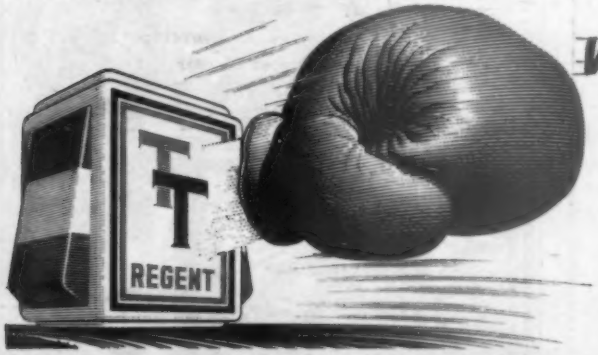

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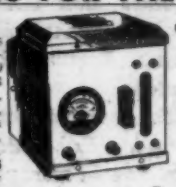

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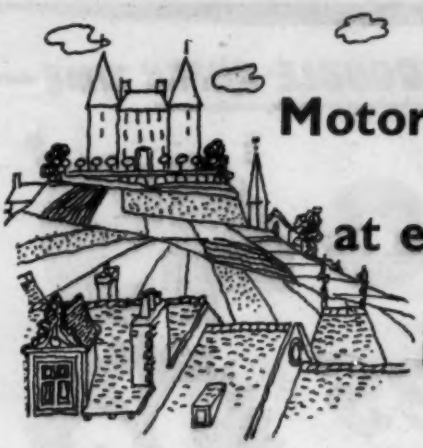

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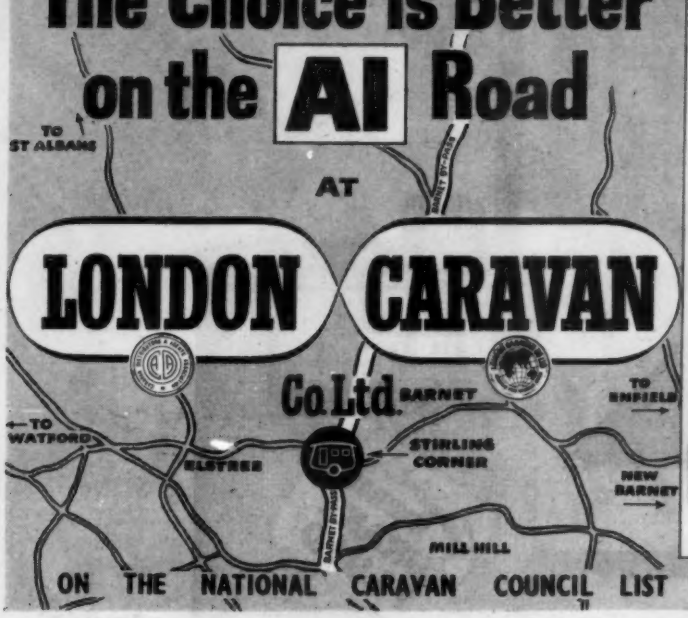

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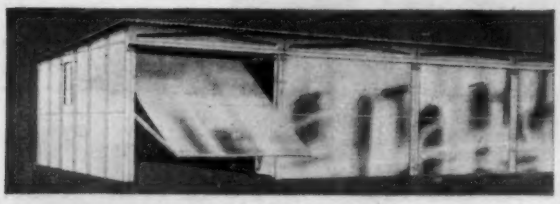

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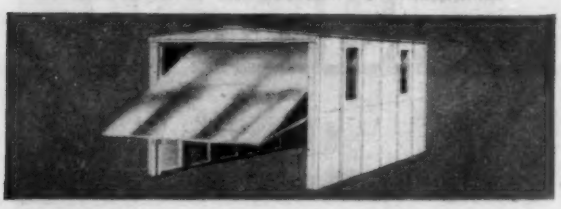

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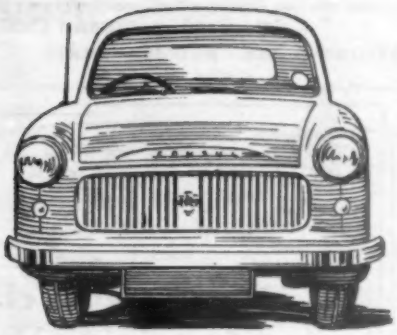

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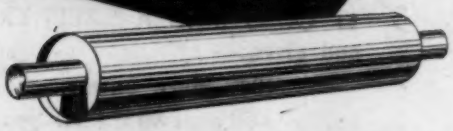

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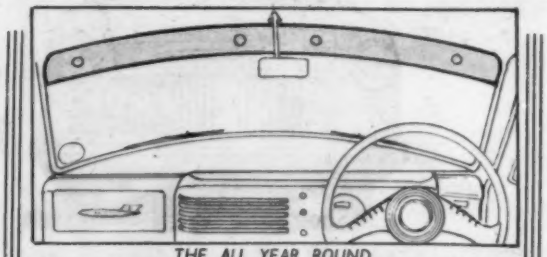

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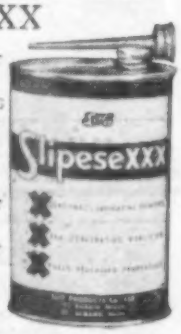

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The Autocar
FOUNDED 1895

No. 3044 *Friday, 2 April 1954* Vol. 100

Safety in Debate

IT was not very tactful of the B.B.C. to broadcast an unscripted debate on road safety at 9.15 p.m. on Thursday of last week. For that is what the programme headed "Our Roads" turned out to be, and road safety is far too emotional a subject to result in reasoned debate. The unreason in this instance came, fortunately, from the president of the Pedestrians' Association for Road Safety, Dr. A. L. Goodhart, K.B.E., Q.C., who delivered a polemic against "motorists" (not vehicle drivers and riders).

If ever a speaker did a disservice to his cause it was Dr. Goodhart, with his wild accusations of speeds through villages of 60 to 70 m.p.h. Has Dr. Goodhart any appreciation of just how fast a genuine 60 m.p.h. is? And has he ever experienced the procedure of driving or being driven at a *genuine* 70 m.p.h. along even an arterial road in Britain? Against such nonsensical allegations the case for road building was reasonably put by Major-General B. K. Young, C.B.E., M.C., the director-general of the Royal Society for the Prevention of Accidents, Lt.-Col. G. T. Bennett, O.B.E., county surveyor of Buckinghamshire, Mr. W. M. Couper, the well-known sporting motorist, and Dr. W. H. Glanville, C.B., C.B.E., director of the Road Research Laboratory. Even so, fundamentals were left unmentioned and axes tended to be ground.

The Road Research Laboratory has plainly fallen for vehicle testing in a big way, and it is a pity to hear the sin of omission being committed by statisticians of the calibre of those at Harmondsworth and Langley; we are told that there are 20 per cent fewer accidents in those states of America which have vehicle inspection, compared with those which do not. We are not told whether other things are equal—a most important proviso in statistical comparisons. They are not, in fact; a glance at a map shows that.

Equally, one member of the panel had decided to support the proposal for a road loan, also advocated by the motoring organizations. This is an attitude of defeat that is incomprehensible to motorists who have paid for years, and are still paying, a load of special taxation whose original purpose was to provide road-building funds. What the politicians have done with that money to date is irrelevant. Does highway robbery become respectable just because the thief gets away with it?

Reluctance to expose the shallow opportunism of the politicians was, in fact, the biggest criticism that could be levelled against the broadcasters. There was no word of the political parties' unwillingness to lose votes by imposing discipline on pedestrians, either by legislation or by physical compulsion with pedestrian railings, although the value of discipline was stressed, as were the virtues of segregation of pedestrians and vehicles. Enforcement—one of the three Es of road safety—is invariably assumed to be applicable only to drivers.

As for the other two—education and engineering—we have no confidence in the ability or willingness of the Government to foster either. How can an ill-educated populace grasp even the proper basis of accident rates—casualties per million vehicle-miles? Yet how else can a rational attitude to road accidents be achieved? And what politician is going to court unpopularity by spending millions on road building when the same money could be translated into vote-catching shillings in the pockets of his constituents?

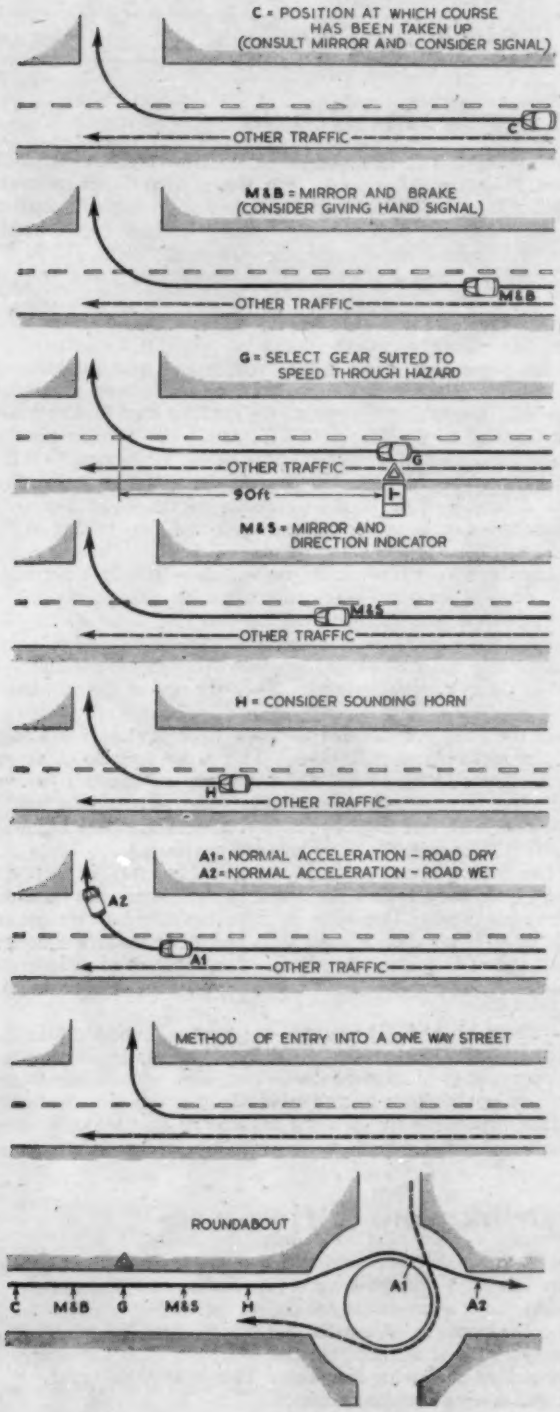
Drink and Driving

ON an allied subject, the new proposals for the detection of drunkenness in suspected drivers can meet only with approval, in that they should help to remove uncertainty from a procedure which, at the moment, gives rise to much misgiving. They come from the unimpeachable source of the British Medical Association, and contemporarily it is learned that the Road Research Laboratory is investigating the effect of alcohol on driving reactions. This is all to the good.

Our attitude to drink and driving may be reiterated. They do not mix.

HENDON WAY

DRIVING METHODS THAT RESULT FROM NINETEEN YEARS OF CONTINUOUS STUDY



The system in car control, each feature of which is to be considered, in sequence, by the driver on approaching any hazard, a term which includes turns.

JUDGING by the number of letters received by *The Autocar* in which readers discuss driving methods, hand signals and so on, there seems, fortunately, to be a substantial force of motorists who take a pride in their driving. Whether their suggestions are right or wrong does not really matter; the fact that the writers are sufficiently interested to make them is a good sign. The more people there are who realize that by constant care and attention one can improve one's driving skill—in the same way that people bother to make themselves expert at golf or a similar hobby—the greater the chance of reducing the present accident rate and of making the roads more pleasant to use.

Approximately two per cent of accidents not involving pedestrians can be written off as inevitable. These are caused by mechanical failures or breakages—factors which are beyond the reasonable control of the driver. The remaining 98 per cent are directly attributable to the momentary lapses of concentration or sheer lack of ability of the drivers concerned. In fact, from a wholesale improvement in driving ability in general a very great reduction in accidents would result. It is, unfortunately, not possible for every driver to pay sufficient attention to his driving to eliminate the entire 98 per cent of avoidable accidents; the majority of people do insufficient driving or cannot spare the time to reach the stage of absolute proficiency.

Shop Window

As a body of whole-time professional drivers—men whose job it is to drive cars day in and day out in the congested traffic in and around London—the Metropolitan Police record for 1952 of one accident per 71,000 miles takes some beating. The London Transport figure, believed to be one accident in about 20,000 miles, comes next and the Armed Forces' one per 15,000 miles means that, for every police car involved in an accident, there are four or five Service vehicles. Apart from an underlying and standardized approach to every sort of road hazard the police instruction maintains that, above everything else, concentration is of paramount importance. They do not maintain dogmatically that their methods are incapable of improvement; however, for a body whose driving is permanently in the shop window and whose mistakes would quickly be publicized were they to make many, their accident record seems to indicate a very sound approach. Further evidence of the soundness of the system is the fact that the Ministry of Transport driving test examiners and the Army driving instructors are sent to Hendon for their training.

The Hendon Police Driving School was opened on January 1, 1935, when the Metropolitan Police accident rate was one per 8,000 miles. The formation of the driving school was entrusted to Capt. R. P. Minchin, who selected a nucleus of instructors from the existing police drivers whom he had tested. In 1936 it was decided that Flying Squad drivers should be of an even higher standard and the services of the Earl of Cottenham were enlisted. The driving system which, with modification, has been used ever since, was arrived at by picking the brains of the best drivers in the country. The extent and duration of the instruction given at the school would make a great many drivers feel a little diffident about taking to the road at all!

A five-week course is the first stage of the training. This includes six lectures on roadcraft—cornering, braking, steer-

ing, observation, road sense and so on—which are dovetailed into practical driving experience. The first three days are spent in learning the mechanical theory of a car. This is not taken to any very great detail, though the knowledge acquired is ample for normal purposes and some extremely ingenious models have been devised for instructional purposes; this part of the training is intended to give "car sympathy." At the end of the course the majority of the trainees are passed out as class 5, though there are one or two class 4 and the rare exception in class 3; those few are allowed to drive wireless cars. The students are then sent out to cover 20,000 miles on the roads before returning to the school for the four-week advanced course. After this period the outstanding drivers are passed out as class 1 and are considered capable of handling anything, including Flying Squad cars.

Reaction Times

A particularly interesting piece of equipment used by the school is a reaction time tester. A small mock-up car with a normally laid out driving compartment faces a glass screen on which is illuminated a village scene as it would appear through the windscreen. A pupil sits in the "car" and accelerates until the speedometer needle moves up to 30 m.p.h. The instructor, standing behind the pupil, presses a button and a child runs across the "road." The time is recorded from when the child appears until the pupil applies the brakes. A normal average reaction time for road users is 0.8 sec. For healthy, quick-witted people 0.5 sec is a reasonable time and, in this connection, Stirling Moss' time of 0.3 sec shows up well. When students arrive at this school their time is 0.5 or 0.6 sec and they go away with one of 0.4 sec. It is important to be aware of this time lag and to allow for it by not following too closely behind another car. A delay of 0.4 sec means that 17ft will be covered before the brakes go on; there is still the stopping distance of 45ft from 30 m.p.h. to be added, giving a total of 62ft.

The physical requirements, alone, of a class 1 driver are impressive enough; he must be alert, vigilant, definite and accurate; above all, he must be able to concentrate the whole time that he is driving. He must at all times be quick of thought and movement; he should not drive if his faculties are impaired by drink, drugs, illness or fatigue. The power to concentrate, exercise good judgment, of self-criticism and the estimation of risk is impaired even when the driver feels a little "off colour." These last few lines are quoted more or less direct from an instructor's lecture notes and they give a good idea of the standard required. A system of car control has been evolved, each feature of which has to be considered, in sequence, by the driver on the approach to any "hazard"—by this is meant a cross road, roundabout, road junction, serious corner or curve and so on.

The first consideration in the system is the selection of the course through the hazard; next comes the positioning of the car to take the course planned and, of utmost importance, a glance in the driving mirror before making any alteration of course. The second stage is the reduction in speed to suit the hazard; this means a further look in the mirror to make certain there is nothing following close behind. If there is, a hand signal should be given before braking; if there is not, no signal need be given. Stage three entails selecting the correct gear for the speed at which, in stage two, it was decided that it could be negotiated. This should be carried out at about 90ft, or the usual distance at which a road sign is placed before the corner.

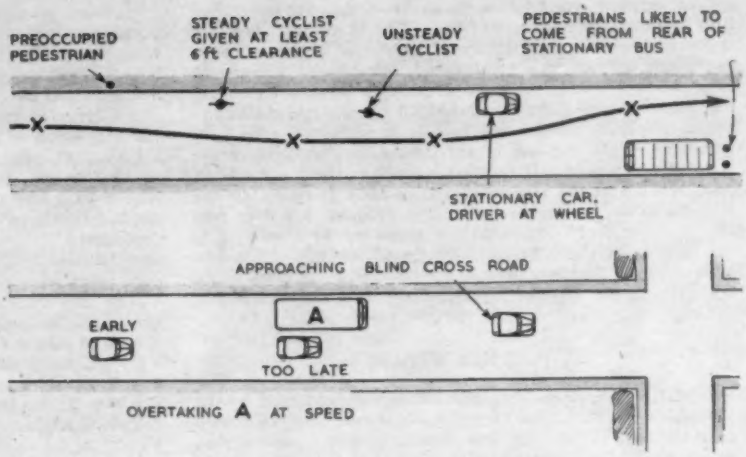
Indicator Use

The fourth consideration is to give a clear hand signal, to be followed by the traffic indicator, for the benefit of anyone approaching, or for pedestrians—this, again, is unnecessary if nobody is within sight—and the fifth consideration is that of sounding the horn. This is for the benefit of anyone who may be visible but unaware of one's approach, or, with a corner round which it is not possible to see, for those who may be invisible. Finally, there is the consideration of the acceleration to use while leaving the hazard; this is dictated

The "skid pan" produces a familiarity with the car's movements during a skid which, unfortunately, is denied to the majority of drivers, whose opportunities to practise are rare.

HENDON WAY

. . . . continued



These two diagrams illustrate the occasions for the use of (top) a short horn note and (below) a long note.

by road surface conditions and the degree of camber, any approaching traffic and so on. The general principle is: into a hazard slowly and out fast.

This sequence of thought and action may sound rudimentary in some respects but, when it is considered that it is intended to be applied to any hazard, it is worth while learning. The illustrations on page 452 show the sequence applied to a right-hand turn from a main road and they answer many points which have been raised in the Correspondence columns concerning signals and methods of making a right-hand turn. Summed up, the system demands that the car must at all times be:

1. In the right place on the road.
2. Travelling at the correct speed.
3. With the correct gear engaged.

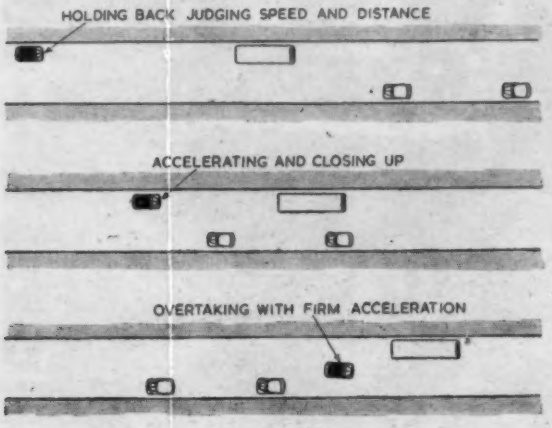
It may be that the sequence of actions has to be carried out in quick succession but, with systematic use of the scheme, the driver need never be hurried. His whole plan should be mapped out in good time and in a deliberate and careful way in the light of what he sees. In order that the correlation of controls and actions should be more easily memorized, the habit of mentally linking certain actions and operation of controls is taught. These are as follows:

(1) *Driving mirror and signals.* To ensure that the correct signal is given in good time, if necessary. Note the "if necessary"; the pointless giving of signals to a non-existent audience is not encouraged.

(2) *Driving mirror and brakes.* To ensure that the proximity of following traffic is always known before braking.

(3) *Brakes and steering.* To ensure that all normal braking is carried out when the car is on a straight course.

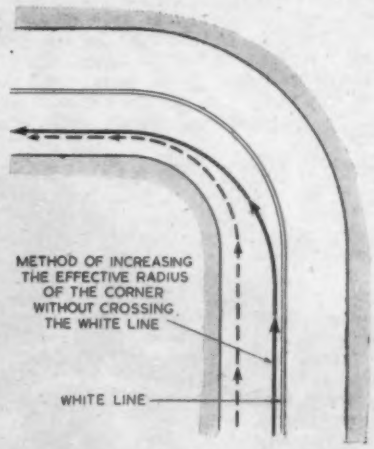
(4) *Steering and acceleration.* To ensure that a correct degree of acceleration is applied, particularly when cornering.



The application of acceleration sense to overtaking.

(5) *Throttle and clutch.* To ensure that the correct power is applied via the throttle pedal as the clutch is smoothly engaged.

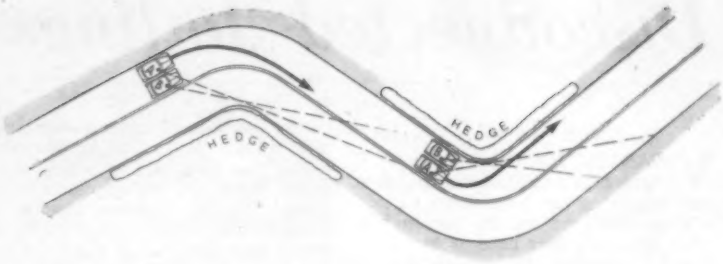
One important point about the successful operation of the system is that it should be carried out deliberately and without dithering. Once a course of action has been decided upon it should be carried through quickly. On the subject



On a corner with limited visibility this method is taught by which the effective radius can be increased without crossing the white line. On wide open bends with no hedges and with uninterrupted visibility it is permitted to use the whole road—provided nothing is coming from the opposite direction.

of signals it is taught that those given by the arm and hand should be looked upon as the primary signals; the traffic indicators should be used subsequently to supplement hand signals. By this means the hands are always on the steering wheel in a corner and the last part of the approach to it. There are two exceptions to this rule; the first of these is when one is going straight on, across a roundabout. In this case the left side indicator should be used, the police teach their drivers, without a preceding hand signal, as the car enters the last 90 degrees of its course through the roundabout. The second is at road junctions governed by "Halt" signs. The normal slowing down or stopping signal should be given, then, as the car comes to rest, the appropriate indicator should be used to show the direction of intended entry to the major road when conditions permit.

At roundabouts it is suggested that a car entering the roundabout should give way to traffic already in it and approaching from the right. This is intended to avoid the confusion that very often arises at roundabouts, though it is stressed that police drivers should not expect the same courtesy from other road users as there is no advice on the subject in the Highway Code. It seems to be a sound solution to a problem and might well be included in the Code.



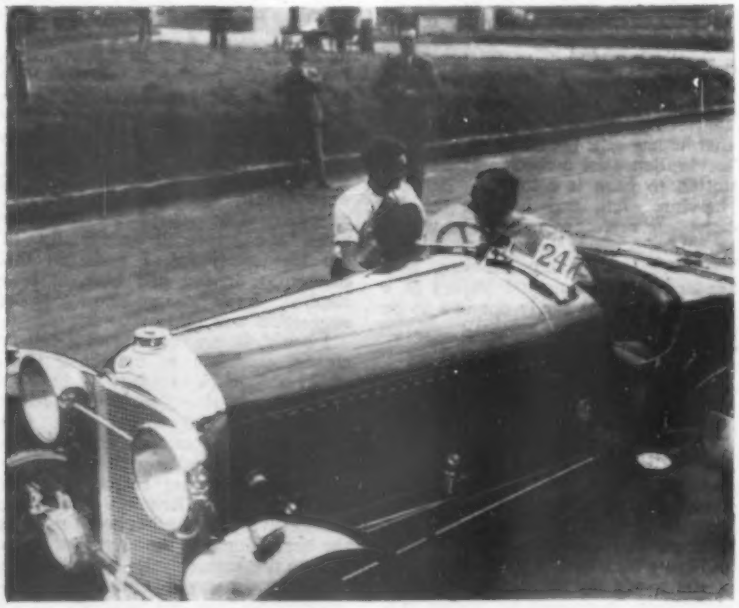
The way in which a car may be positioned to advantage on right- and left-hand bends where the view is obscured by the hedges shown. Car A is taking the correct course at both corners.

The application of the various principles taught at Hendon were demonstrated during a drive in the school's Mark VII Jaguar. The driver, throughout the drive, gave a running commentary on what he was doing and why he was doing it. The first part of the demonstration was in normal, fairly congested traffic on the outskirts of London. Here the opportunity was taken for making use of the many indications which, though trivial in themselves, can warn a driver of things which may be going to happen. As he drove along his commentary went on these lines: "Bus at a bus stop in front—I can see pedestrians' feet beneath it—give a wide berth and go slow. Watch the exhaust and front wheels of that car at the side of the road; the driver's in it and he may be moving off. Watch that shop window for reflections of cars coming out of the side road—it's as good as a mirror. Want to turn right soon, look into the mirror—car behind, give hand signal that we're slowing down—pull over towards the crown of the road with the wheels just inside the white line—change down into second; it's a slow corner. That pedestrian's walking across the end of the side road very slowly—there can't be anything coming out. Give traffic indicator signal—all clear—start accelerating—always slowly into a corner and fast out of it. That cyclist glanced over his shoulder—he's probably going to swing over to the right." And so on. The progress outside the town, on main roads, was accompanied by the same informative commentary. At intersections, shadows thrown by cars coming into the main road from side roads were looked for; a horse was cropping the grass by the roadside and the fact that it was untethered called for attention.

The driving position adopted by the instructor seemed a little awkward. The seat and adjustable steering column were moved so that the steering wheel was close to his chest, in the position favoured in vintage cars of the twenties and early thirties. The position of the hands on the wheel was at "ten-to-two." This was queried but the instructor explained that with the hands in these positions the greatest leverage was available for turning corners without moving the hands from the wheel. It was pointed out that the present tendency towards a straighter-armed position with the hands at "twenty-to-four" gave far greater control. He agreed that this was a matter for personal preferences, but that, from experience, they had found their position to be better. In this connection it is, perhaps, useful to bear in mind that the Ministry of Transport examiners are Hendon trained and they probably advocate the Hendon driving position—at least for the driving test.

When overtaking we gave the long horn note, illustrated on page 454, and, as the other driver indicated his willingness to be overtaken, the police driver waved his thanks. "Always acknowledge courtesy," he said, "it improves the good feeling on the roads and reduces accidents." We reached speeds in excess of 85 m.p.h. and covered the ground, once we were clear of London, at an average of over 40 miles in the hour. At no time was there any involuntary braking by the passengers, nor were any risks taken. The result of about 30 miles of mixed town and country driving was an impression that, if one could instil into every driver the methods taught at Hendon, there would be very few accidents. It might reasonably be argued that men whose life's work it is to drive well and who are at the wheel most of their working days should not be held up as examples; their degree of skill is as unattainable as £20,000 a year and a mansion—both are but pleasant pipe dreams. Possibly this is true to some extent, but the way to reach or even approach it is not by the present arrangement whereby anybody who has passed the driving test is qualified to teach a learner driver. There are many people whose cars are preserved from serious accidents mainly by the skill of others and who are free to pass on their faults to their pupils. In some cases the pupils, through their own ability, become good drivers, but they are in a minority.

The methods taught are not synonymous with tardy progress—"bandit" chases have proved that. The school maintains that, by undivided concentration, observation, tolerance, anticipation, skill in handling the car and constant application of the system of car control, a driver may drive fast and safely and never have an accident. P. G.



The proof of the pudding. The sporting instincts of the police are demonstrated by their entry in the Monte Carlo rally, and the meetings in which they compete with members of the Bentley Drivers' Club. Here, A. Pitts hands over the "baton" (a policeman's helmet) to H. Kemp-Place during a relay race at Hendon.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Stop Thief!

VICARIOUSLY, thank goodness, I have experienced the agony of a man whose car has been stolen. I left my car with the service station the other day, and their habit is to run it round to a private car park for me to pick up when I leave London, usually fairly late. That evening it wasn't there, like the man on the stair. Colleague John Cooper was acting taxi for me and ran me round to another park, similarly used. It wasn't there, either. At this point I began to wonder.

Agony.

So we went to the service station, and passers-by were shortly edified to see The Scribe supporting the Sports Editor by the legs about two feet off the ground while the latter peered through a high letter box and, with the aid of a torch, sought for my registration number among the heterogeneous mass of vehicles within. It wasn't there, either, and the jitters descended on yours truly, although J. A. C., in whose Sunbeam-Talbot we were riding, seemed curiously unmoved. Anyway, you will not be interested in our search and ultimate discovery of the service manager, more or less building a special in his backyard at 10 o'clock at night, but when I burst forth with my agonized query, he, too, was taken aback. A moment later he remembered that he had sent the car to an electrical service depot for a check and had forgotten to have it collected. All was therefore well, and he lent me his hotted-up Prefect to go home in, which, as all enthusiasts know, is a superb gesture. But let me tell you, dear readers, that the mental impact of a missing personal car is not one to be courted.

✦ ✦ ✦

Round Three

MY encounters with the police are becoming singularly unfortunate. The latest was on the finishing day of the R.A.C. Rally (Sunday, March 14), when I was heading home from Blackpool, following a colleague at about two hundred yards distance. In Fenny Stratford, I think it was, one of the towns on A5, in Buckinghamshire, there is a short hill which may be the road's climb up and over a railway below. My colleague was overtaking two cars, one of which was a police Riley, on the approach to the slope. At the requisite moment he resumed line ahead of the police car, which then shot out of line, overtook him and stopped him, lights lit on roof and rear. Presuming that he had been stopped for speeding (though puzzled because I was following him at a steady distance and my speedometer read 30 m.p.h.) I passed as the police were leaping from the Riley and went on out of the town, where I drew into the side of a wide portion of A5 to await his resumption of the journey.

We were thus sitting stationary when the police Riley shot round my bonnet to the side of the road, switched on its "Police" and "Stop" lights, and disgorged a policeman who ran back to the door on my wife's side and opened it violently and without warning.

✦ ✦ ✦

Brusque

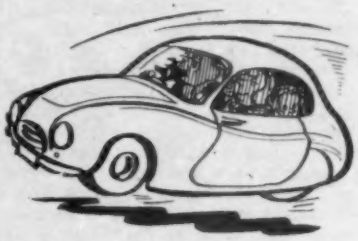
MY wife's handbag, the A.A. road book, and her spectacle case dropped from her lap, the first two out of the car, the third on the car floor. "Have you broken down?" asked the policeman. "No," I replied. "Then use the lay-bys."

He picked up the A.A. road book. "You'll be losing this." Mrs. Scribe took it and thanked him. He then slammed the door and went, leaving three citizens of the great and tolerant realm of Britain utterly incensed at their treatment by a uniformed guardian of the public. Let me speak quite frankly. We could legitimately be advised to use a lay-by, although I think my readers know me well enough to be assured that I was causing no obstruction to traffic. But we were disgusted at the cheaply theatrical braking, stopping, leaping out and addressing us, all of which were exactly the methods portrayed *ad nauseam* in second-rate American films. When my colleague finally told me his experience, I gathered that dangerous driving had been at least implied. I say here and now that the suggestion was fantastic.

I could, in my capacity as a private citizen, complain to the Chief Constable of Buckinghamshire. I have no confidence in doing so. Moreover, it would mean disclosing my true identity, and I am sufficiently frightened of retaliation to wish to keep my registration number secret from the mobile police of Britain. I like and admire many of the helmeted men on the beat. Some of the men in the cars and on the motor cycles wear leggings which, to me, are nowadays indistinguishable from the jackboot.

Economy

THE fortunate owner of a Bentley Continental told me over lunch the other day that on his give-and-take motoring in this country he achieves 20 miles to the gallon. This is a remarkable figure by any standards and affords an excellent example of the second and less obvious way of achieving fuel economy. The first is to make a small car, of course. By the Bentley method you have a large engine—4½ litres—a spacious body, beautifully streamlined in the true



Aerodynamic.

aerodynamic sense, and high gearing, all of which virtues are complementary. In addition, of course, the Continental provides a terrific performance.

It would be interesting to see someone attempt to repeat the *tour de force* without the performance; in other words, I would like to see a properly streamlined family saloon with, say, 3½ litres of engine, geared up so that the engine did not have to work hard to provide a reasonable acceleration and a cruising speed of between 60 and 70 miles an hour. There seems no reason why such a car should not be notably economical, but I suppose motorists would regard the "performance" as disappointing, forgetting that m.p.g. is a part of performance.

One other thought strikes me. A car such as the Continental is a stiff competitor for the gas turbine car. The performance is comparable in several respects, but the turbocar will have a hard climb of it to reach a pinnacle of economy as high as 20 m.p.g., although, judging from the Chrysler news on another page, it is having a good try.

✦ ✦ ✦

Capped

I AM reminded by a roadside halt of a curious little fault with my AC petrol pump. The engine vibration loosens the screw holding its cap tight, destroying the vacuum and causing the engine to die. It is one to bear in mind, because the normal check of the fuel line in such circumstances stops at unions.

He's on his way up . . .

The successful executive knows that to give his ability the right setting at the right moment is to shorten his way up. His choice of the Wolseley Six-Eighty is instinctively apt. It is impressive but not showy. It has a quiet, distinctive character. It is a very much more economical car to buy and to run than its performance, appearance and famous name would suggest. It is, in fact, the perfect car for the sort of business conducted in the weekend club-house as well as in the board room. Maybe there is a tide in your affairs that calls for serious consideration of this attractive car.

Check these attractive features at your Wolseley showroom:—

Plenty of head and leg room for five people within the wheelbase.
Delicately controlled ventilation.
Car heater.
Twin interior lights.
Large locker capacity.
Safety glass all round.
English leather Dunlopillo upholstered.

SERVICE IN EUROPE

Qualified Wolseley owners planning a Continental Tour are invited to see their Wolseley dealer for details of a free service to save foreign currency.

Buy wisely—buy **WOLSELEY**

Six-Eighty and Four-Fortyfour Saloons.

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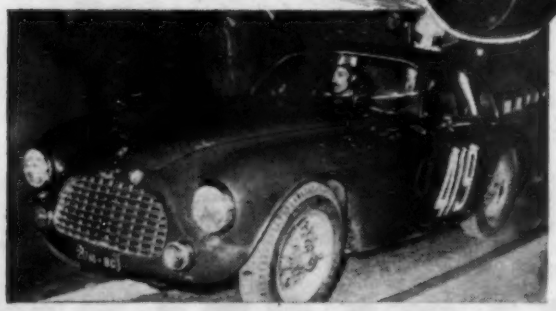
This FREE Castrol book FOR YOU

Thrilling action pictures from all over the world—racing, hill climbs, world records, rallies etc., all are featured in the new Castrol Achievements book. Follow the season through from start to finish in this exciting chronicle of motor sport with its 36 pages of pictures bound within four lively cover paintings. FREE to you and your friends with lubrication charts for your cars. Fill in the details below and post the coupon to C. C. Wakefield & Co. Ltd. (Dept. A53), Grosvenor St., London, W.1.



WAKEFIELD Castrol MOTOR OIL

PLEASE WRITE IN BLOCK LETTERS	I should also like you to send my friends a copy of this book and a lubrication chart		
Name	Name	Name	Name .....
Address	Address	Address	Address .....
.....	.....	.....	.....
Car	Car	Car	Car .....
Model ..... Year	Model ..... Year	Model ..... Year	Model ..... Year .....
A53			

NEWS and VIEWS

German Road Patrols

ROAD scouts, not unlike the familiar A.A. and R.A.C. patrols in Great Britain, are being put on the roads of Germany. The national motoring clubs have been responsible for this development.

Morgan Modifications

ALL Morgan cars are now available with the TR2 engine, as used in the Triumph sports car, which is fitted with twin S.U. carburettors. A rev counter is also fitted with this engine. An increase of £20 has been made in the basic price of models with this new engine.

Sales in Sweden

DURING 1953, 75,085 new cars were sold in Sweden. The Volvo sold in the greatest numbers, accounting for about 15,000 of the total, and Ford was second with nearly 9,000. The Ford total, however, included English, German and American models.

Crash Hats for R.A.C.

ALL motor cycle patrol scouts of the R.A.C. are being equipped with "safety helmets," more commonly called crash hats. The R.A.C. is arranging for these to implement the view of the Minister of Transport that the use of helmets saves life on the roads.

Borgward Prices

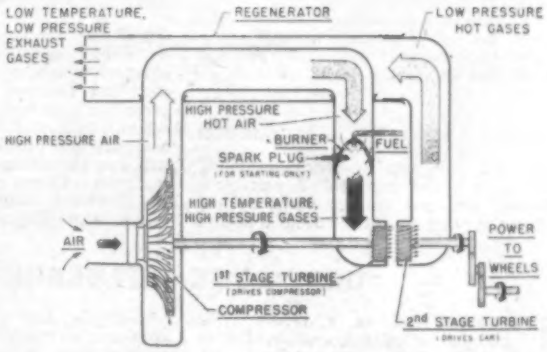
IN the Buyers' Guide published in *The Autocar* on March 12 the prices given for Borgward cars were not correct. These should have read:

	Basic Price £ s d	British Total £ s d
1500 sports coupé	1,621 18 7	2,298 15 9
1800 2-door saloon	869 13 4	1,233 3 1
1800 Diesel 2-door saloon	995 18 10	1,411 18 0
2400 sports saloon	1,282 0 3	1,817 6 2

Petrol Prices Down

PRICES of the ordinary grade petrols have been reduced by 1d a gallon. The announcement was made by the oil companies last Monday, when it was also made clear that premium grades would not be affected. The price of ordinary grade fuel near the main centres of distribution is now 4s 0½d a gallon.

B.P. Super petrol now contains an additive called BPO8, claimed to reduce the formation of combustion chamber deposits. Clevecol Special has been given an alcohol percentage and is now available at the pumps at 4s 6½d in the London area.



Chrysler's new gas turbine being lowered into a production Plymouth coupé. On the right is the layout of the unit — centrifugal compressor, free power turbine and heat exchange between exhaust and compressed intake air.

HEAT EXCHANGER CAR TURBINE

ANOTHER pioneering step forward in the development of the car gas turbine seems to have been taken by the Chrysler Corporation of America with the introduction of an experimental unit embodying a heat exchanger. This has been installed in the normal front position in a Plymouth coupé and will no doubt form the type of mobile laboratory which several firms now employ in gas turbine experiments.

Mr. James C. Zeder, research director of the Chrysler Corporation, claims that the heat exchanger results in a fuel consumption equalling that of conventional engines. Mr. Zeder quoted 15 to 20 miles to the American gallon, which would be equal to about 18 to 24 miles per Imperial gallon. No gas turbine has approached these figures previously. The heat exchanger has an additional virtue in that it lowers the temperature of the exhaust gases before outlet. The Chrysler prototype burns petrol, but other fuels are usable, as with most turbines.

Like the Rover and the General Motors layouts, the new turbine plant employs a free power turbine from which the drive is taken. A separate turbine drives the centrifugal compressor. Only a reverse gear is provided, the 120 b.h.p. of shaft output and the torque characteristics being sufficient to permit the normal gear box to be dispensed with, as might be expected. The characteristics are, it is claimed, equal to those of a 160 b.h.p. piston engine. Idling speed is given as 20,000 r.p.m. and top speed as around 50,000. Weight is said to be 200 lb less than that of a comparable piston engine.

This latest news of gas turbine development suggests that America is now in the lead with its development for cars, two of the largest companies having publicly announced experimental vehicles. This position was foreshadowed in an article in *The Autocar* on August 8, 1952. In this country the Rover represents the only gas-turbine vehicle known to be running, and in the commercial field, in which gas turbines are most likely to make their first appearance, Britain has no contender on the roads to oppose the Boeing in America and the Laffly in France.

Steady, Madam!

AFTER a series of speed checks made with the help of radar devices, the police in Maryland, U.S.A., have discovered that one in four women drivers exceed the speed limit compared with one man in eight.

NEWS and VIEWS . . . . . continued

Trader Handbook

MANY improvements have been included in the *Trader Handbook*, 1954, which is primarily intended as a legal, technical and buying guide for the motor, motor cycle and cycle trades. The handbook provides more than 500 pages of essential information for manufacturers, trade suppliers and repairers of motor and allied goods. This is the 48th edition, and it is published by the Trader Publishing Co., Ltd., Dorset House, Stamford Street, London, S.E.1. The price is 12s 6d.

Zebra Regulations

AFTER July 1 vehicles will not be permitted to park within 45ft of a zebra crossing, on the approach side, under regulations made by the Ministry of Transport. The lighting of beacons at night will also be a legal requirement. The new 45ft limit will be shown by a double line of studs on the roadway, provided that the layout of the road makes this possible.

A welcome change in the regulations will mean the removal of some crossings normally controlled by the police. This will prevent pedestrians, unaware that they, too, are controlled by the police, from stepping into the road while the traffic has the right of way.

British Dies for U.S. Production

NEXT year many American cars will have bodies produced in part from British dies and fixtures made by the Vauxhall company. About 600,000 dollars worth of dies and associated equipment has been manufactured by Vauxhall for the Fisher Body Division of General Motors, for the manufacture of bodies for Chevrolet, Pontiac, Oldsmobile, Buick and Cadillac cars.

Normally, Vauxhall die-making facilities are fully employed in tooling up for their own models, but in between model changes some surplus capacity is available and at these times Vauxhall have done work for many other companies. This is the first time, however, that Vauxhall dies have been made for use in America.

Power in the Air

IN recent years phenomenal advances in speed and efficiency have been achieved with aircraft engines, and, while only the gas turbine is of immediate interest as a possible propulsion unit for road vehicles, many motorists must wonder how the aircraft technicians achieve so much power. Gas turbine, piston, ram-jet and rocket power units will be comprehensively reviewed in the issue of *Flight* published on April 9.

Standard and Triumph Touring

FOR the fifth successive year the Standard company are providing their emergency touring aid scheme for Standard and Triumph owners. Details are given in a comprehensive little booklet called *Continental Touring Aids* and the company also provide a directory of distributors and dealers in Continental touring areas. Copies may be obtained from the Standard Motor Co., Ltd., Spares Department (Export), Coventry.

Volkswagen in New Zealand

AN initial shipment of 40 Volkswagen cars is expected in Auckland, New Zealand, on April 6, and in the following month a further 30 should be delivered. Shipments of parts needed for Volkswagen assembly in New Zealand are expected to follow in time for production to start later in the year.

Hire Purchase Warning

DURING February, 31,215 hire purchase agreements were signed, of which 7,672 concerned new vehicles and 23,543 were for second-hand vehicles. When vehicles are put up for auction it does not follow that they are free of hire purchase agreements and, according to the A.A., a recent check showed that 153 out of 4,505 vehicles offered for sale were subject to hire purchase agreements. They involved a total sum outstanding of £14,644.

Safety Glass

IN the House of Commons Mr. Hugh Molson, Parliamentary Secretary to the Ministry of Transport, said on the subject of safety glass that although there were instances of the sudden shattering of certain types of windscreen their frequency should not be exaggerated. There was no evidence that they had been the cause of accidents. It was not therefore considered that the regulations needed strengthening, but the British Standards specification to which the makers of toughened glass conform was under review.

A.A. Handbook

BY Easter 1,350,000 A.A. members will have received the new edition of the *A.A. Handbook*. Some idea of the mammoth organization which the Automobile Association has become is given by the production of its latest handbook; the total issue weighed over 500 tons, and, placed end to end, the books would stretch for more than 190 miles.

With the appearance of this 1954 edition the A.A. has reverted to its pre-war practice of issuing a handbook free to every member each year.

"UNDER THE INFLUENCE"

PUBLICATION of a report (*The Recognition of Intoxication*, British Medical Association, Tavistock Square, London, W.C.1, price 1s) on drink and driving is evidence that the medical profession is not satisfied with the position as it stands; in that they are joined by the general public. The report lays down a procedure for doctors called upon to examine drivers who have been detained as suspects and reiterates the rights of such drivers in the face of the suspicion. Wise motorists will long have prescribed a strict code for themselves regarding drink and driving, and the report as such should be of only academic interest to responsible drivers. It does, however, contain some useful information which can be construed as a warning.

There is, for instance, a list of drugs which give rise to symptoms which may appear to be the result of alcoholic intoxication. They include insulin, the barbiturates, most of the anti-histamine group, morphine, the new analgesics (which tend to cause giddiness), certain anti-asthma drugs (e.g., remedies containing atropine) and drugs used to control involuntary movements (e.g., hyoscine). Exposure to carbon monoxide, always a possibility where cars are concerned, can also give rise to such symptoms.

There are several conditions which lead to special susceptibility to alcohol, and here again the wise motorist can learn from the report. They include extreme col', exposure or fatigue; pre-existing post-concussional states, especially the condition known as "punch drunk," and various more or less serious complaints, sufferers from which are likely to have been warned by their doctors of the risks in their complaint. The doctors appear, as might be expected, as regard the presence of alcohol in the urine as the best method of determining its presence, and much of the report is taken up by the detailed procedure for tests recommended by various authorities.

AN ALFA ROMEO 1900 SUPER

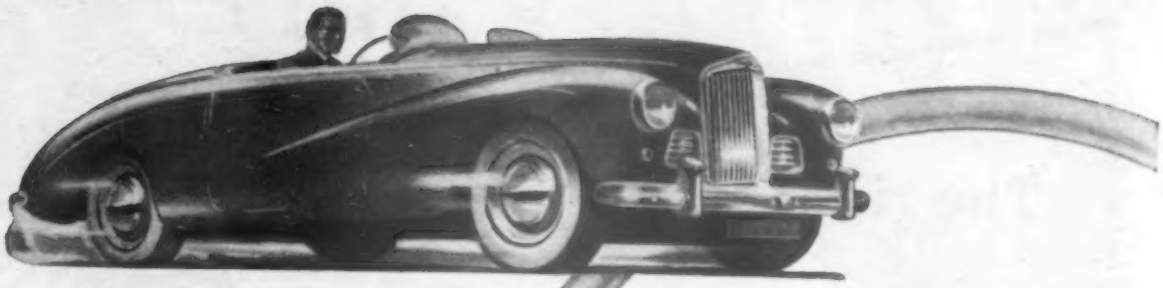
RUNNING experience gained in the three years since Alfa Romeo introduced their 1900 range has resulted in a further new model, the 1900 Super. This will be on show at Turin this month. Modifications to engine and body have been incorporated, following advice from motorists with large mileages on the series to their credit and from drivers who have driven the 1900 in competitions; these improvements have been achieved without altering the fundamental design of the car.

Technical modifications to the engine have resulted in better torque at low r.p.m., and the improved brakes of the T.I. model have proved so successful that they have been adopted for the Super. Other features include a larger intake grille and a thermostat to guard against over-cooling, better engine silencing, helped by specially fitting pistons and improved exhaust silencing.

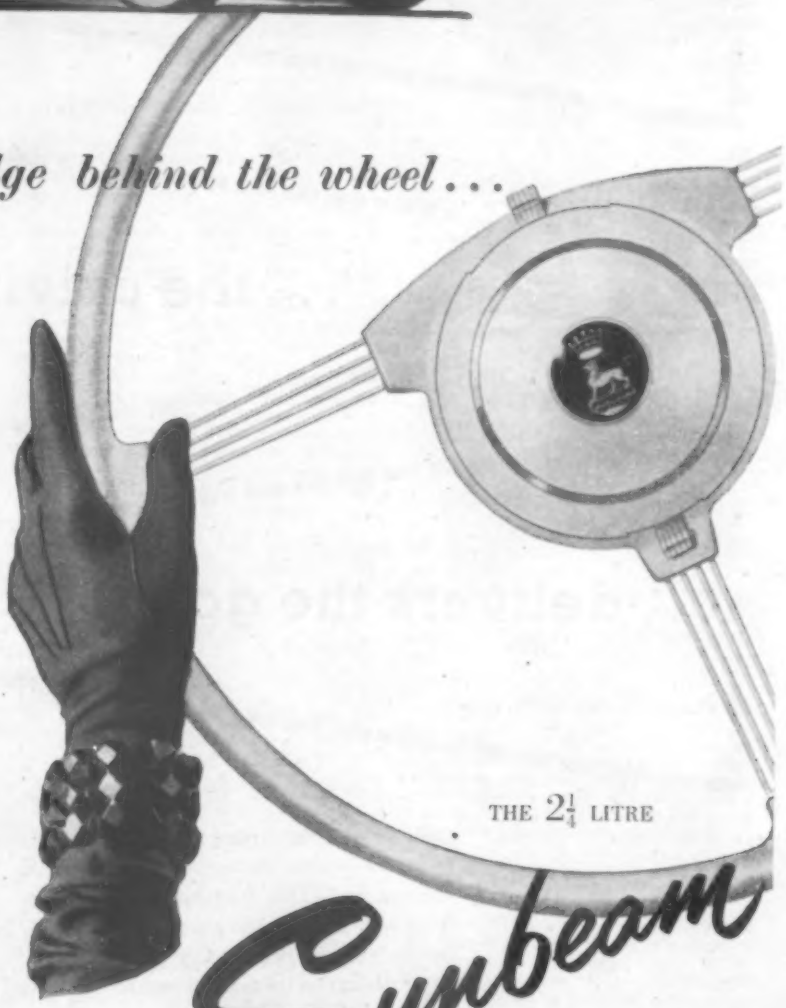
Improvements to the body enhance its appearance and at the same time give increased space. The rear window has been enlarged and fitted with "anti-sun" glass; a special safety glass windscreen protects the driver from danger in case of accident. Better seating, particularly for the driver, together with improved ventilating and heating, assure greater comfort and, in addition, the interior has been insulated from heat and noise. A rev counter has been incorporated in the rearranged and modernized facia.

Other modifications to the body are provision of triangular ventilating panels, and a new type of rear light. Two overriders help the bumpers.

The T.I. Super is available at no increase in cost.



The car you judge behind the wheel...



R*ELAXATION* ... exhilaration ... sheer exuberant enjoyment ... you experience them all whenever you're behind the wheel of a Sunbeam-Talbot. Feel the power whipping the miles away. Revel in the masterly handling of this fine car. Enjoy the peace of mind of its utterly safe braking, its superb road holding! This is a car among cars, a machine a man can respect. Judge it for yourself — behind the wheel. Ask your dealer to arrange a trial run.

Illustrated above is the Sunbeam Alpine sports two-seater. The Sunbeam-Talbot is available in saloon or convertible versions.

THE $2\frac{1}{4}$ LITRE

Sunbeam

TALBOT AND ALPINE

SPORTS SALOON • SPORTS CONVERTIBLE
SPORTS 2-SEATER

POWER

in reserve with never a trace of fuss or strain. This engine proves what it can do on every new hill.

ROAD-HOLDING

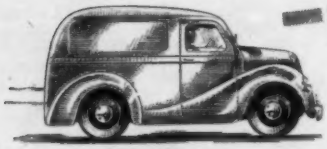
Corners taken fast and safely! No risk of roll or sway — no chance of dangerous skidding.

ACCELERATION

that slips you away neatly from the throng. Speed that makes brief work of cross country journeys.

SUNBEAM TALBOT LIMITED, COVENTRY. LONDON SHOWROOMS & EXPORT DIVISION: ROOTES LIMITED, DEVONSHIRE HOUSE, PICCADILLY, LONDON, W.1.

The right spirit . . .



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ACCESSORIES

Dial Tyre Gauge

OWNERS of cars sensitive to accurate tyre pressures are catered for by a tyre pressure gauge made by Bailey and Mackey, Ltd., 7, Baltimore Road, Great Barr, Birmingham, 22. The interior mechanism of the gauge is of the Bourdon tube type, and, indeed, the instrument is developed from a standard pattern pressure gauge that has been in existence for general engineering purposes for some twenty years.

The stem of the gauge is applied to the tyre valve in the normal way, but the pressure has to be read while the gauge is held on the valve. With the large dial, 2⅜in diameter, and clear scale this is not

A new dial tyre gauge.

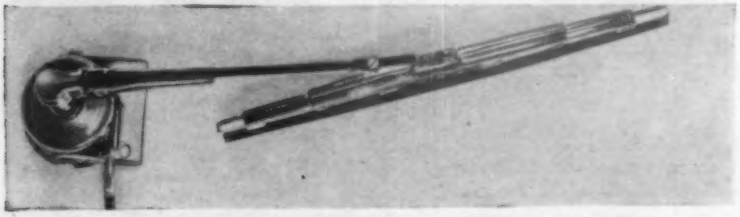
a difficult matter. The accuracy of the gauge is guaranteed to within plus or minus ½ lb per sq in, and therefore conforms with the recently issued British Standard for industrial pressure gauges. For use at night the tip of the pointer has been made luminous and luminous spots are placed on the 10, 20 and 30 lb per sq in markings. The gauge is calibrated to 50 lb per sq in in 1 lb graduations, but for 500 c.c. enthusiasts there is an additional model calibrated from 0 to 30 lb, with a guaranteed accuracy of plus or minus ¼ lb.

The instrument has a chromium-plated finish on brass and is supplied in a leather case at £2 2s including postage.

Rear Window Wiper

AN unusual device is the new A.S.M. rear window wiper, actuated by a push-pull control and a flexible, metal-sheathed cable. This cable is 12ft long, so from the rear window it can run down alongside the rear seat, under the carpets, and up to the facia via the scuttle trim panel. In spite of the length of sheathed cable, the wiper seems easy to operate, even when the cable follows quite pronounced curves. It has adjustable stops to establish the travel of the wiper arm, which is also adjustable for radius of sweep. The wiper can be fixed by its suction pad, or, preferably, by screws or bolts through the holes provided in its mounting. It is packed with lubricant during assembly at the works. The construction and finish, also the chromium plating, are sound and neat.

The makers are the Automobile and Sheet Metal Co., Percival Lane, Runcorn, Cheshire, and the wiper costs £3 17s 6d complete.



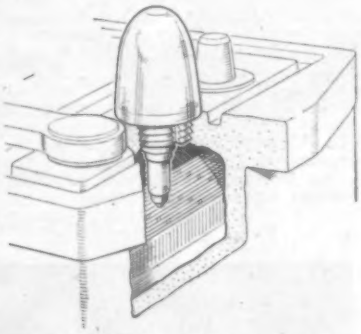
The A.S.M. window wiper has a bracket for mechanical or suction attachment.

Automatic Top-up

A BATTERY cell filler cap introduced by Colley-Bates, Ltd., 126, Seymour Place, London, W.1, automatically tops up the cell.

The Auto-Battery Filler is of clear plastic. It has a dome 1½in wide and 1½in high, which is filled by immersion in water. The water in the dome has an outlet at the bottom of a stem which is just above the plates in the cell, and if the electrolyte drops below the level of the stem, water dribbles down from the dome and tops it up. Whenever the bonnet is opened, the water in the domes can be checked by a glance. A set of three costs 8s 9d, and six are 17s 6d.

Battery caps vary, so it is necessary to specify the make of battery when ordering. In some cars, batteries are very near the bonnet top, but in most there is room for a 1½in dome.



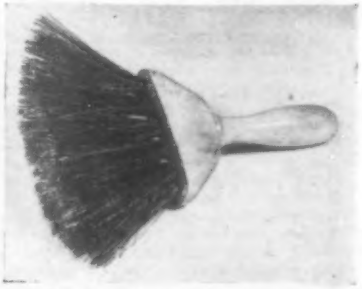
The water outlet of this battery filler is just above the plates.

Anglia Hub Caps

TO embellish the painted hub plates of the new Ford Anglia, chromium-plated caps are being made by Richard E. V. Gomm, 63, Ford Street, Hockley, Birmingham, 18. These caps are placed over the raised centre portion of the existing plate, to which they are secured by drilling small holes and using the plated small bolts provided. A set of four costs £1 5s.

A chromium centre for hub plates of the 1954 Anglia.

The caps are made of brass and the plating is smooth. Each is of 6in diameter.



Soft inner and stiff outer bristles in a carpet brush.

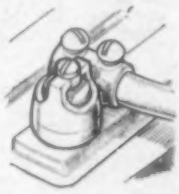
Car Floor Brush

A STIFF floor brush, with a varnished handle and two kinds of fibre bristle (soft inner and hard outer) is introduced by W. E. Gray and Son, Mill Street, Kirkham, Lancashire. It costs 3s 6d, post free. It is a good, serviceable little brush.

Battery Terminals

NOWADAYS many batteries have complete-cap terminals, affixed to the lead post by a self-tapping screw. A new terminal is made with a raised bridge, so that it is easier to lever off when necessary. The fixing screw goes through the centre of the bridge. At the side of the terminal is formed a drilled bar which receives the cable, which is secured by two set screws. The whole thing is made of brass, tin plated.

This Tosca terminal costs 3s 6d, and is made by P. C. Tipple and Son, 25, Vaughan Road, Harpenden, Hertfordshire.



The Tosca battery terminal.

BRITISH CARS ON PARADE IN STOCKHOLM: VIENNA

SCANDINAVIAN DISPLAY

KEEN COMPETITION BETWEEN MANUFACTURERS AT BIG STOCKHOLM SHOW

PERHAPS lacking the vastness of Earls Court, the brilliance of Paris or Brussels, and the extravagance of Geneva, the Stockholm show is a down-to-earth display of cars intended for a large public. There are a few exceptions, of course, such as the Pinin Farina-bodied Ferraris, the Chevrolet Corvette or the Ghia-built Chrysler. Really new is the British Standard Ten and the latest version of the Swedish Saab 92, now fitted with a folding roof. The show was opened on March 26 by H.R.H. Prince Bertil. About 400 cars are exhibited, hailing from nine countries. Great Britain is in the lead with 18 makes, closely followed by the U.S. with 16. Other countries represented are Western and Eastern Germany, France, Italy, Czechoslovakia, Russia and Sweden herself.

Price Cutting

Competition is intense in Sweden these days. Price cuts have been made and when the 10 per cent tax on cars and other vehicles was abolished in December, the trend of the falling prices became even more evident. More and more people are becoming motorists and, according to a recent survey, there is one car for every fifteen inhabitants of Sweden. Many cars, even new American models, can be delivered immediately or with a short delay. Only Volkswagen boasts a waiting list and deliveries can be expected about 20-24 months after signing. According to preliminary figures, the main source of imports of cars, vehicles and chassis during 1953 was Germany with about 16,000 units, while Britain exported about 14,500 units to Sweden. This is a reversal of the pre-war position, when the U.S.A. supplied more than 50 per cent of vehicle imports to Sweden. In the post-war period, the economic climate, apart from currency restrictions, has been favouring the small European car. Taxes on income, cars and petrol have risen steeply and inflated insurance rates have added to the appeal of the good European car.

The New Standard

A real surprise for the visitors to the Show is the new Standard Ten, introduced at this Swedish show (the Ten was fully described in *The Autocar* of March 26). The Standard Eight has already become familiar on Swedish roads and the new Ten should reach a number of new customers. The cars shown in Stockholm consist of one on a turntable and another one for closer inspection. The car on the turntable has a lime green roof and the rest cream. The other is grey. Comments are on the whole very favourable. The other cars of the Standard range are also shown, including an estate car fitted with the diesel engine. A Triumph TR2 completes the stand.

More than 10,000 Saabs have now been built in Sweden. At the show the latest version is shown. The car has a twin-cylinder, two-stroke engine which was recently improved to give 28 b.h.p. at 4,000 r.p.m. The engine is water-cooled and has a bore of 76 mm and a stroke of 80 mm, giving a capacity of 764 c.c. Engine and transmission, which are set transversely in the chassis in front of the radiator, drive the front wheels. The three-speed gear box has a free wheel and all four wheels are independently sprung by torsion bars. Now, the Saab 92 can be delivered with a folding top.

New to Sweden are several British cars. The Nuffield organization shows the new Riley Pathfinder in light blue—a beautiful car—and a new M.G. Magnette in maroon on a turntable. Ford has an interesting stand, including the new Anglia and Prefect, not seen before in Sweden. A sectioned chassis of the Anglia is an admirable eye-catcher together with a sectioned engine, gear box and rear axle. An elegant Zephyr drop-head coupé in white with white upholstery dominates the British part of the Ford stand. A good-looking Ford Comète Monte Carlo leads the French Fords. A number of Fords, Mercurys and Lincolns, including the Ford Skyliner, completes, with the Taunus, this truly international stand.

Of the other British cars, Jaguar holds its own with a smart XK120 drop-head coupé in white with red upholstery and an XK120C in contrasting white and blue. A Mark VII in pale blue, fitted with the Borg-Warner automatic gear box, and an XK120 fixed-head coupé, complete the stand.

A Bentley with automatic gear box represents the high-price British car. Together with the Ferraris, it is numbered amongst the most expensive cars of the show. A silver-grey Alvis TC21-100 looks very potent and quite opposed to some of the Studebakers that share the stand. Peugeot is also seen on this stand, but they show nothing new. Fairly new is also the Rover 90, shown in a dual colour scheme, and the Armstrong Siddeley Sapphire.

Germany dominates in another hall with a number of Mercedes-Benz. Pride of place is taken by the new Type 220 in black. An interesting detail on this car is the new speedometer, the indicator of which moves horizontally. New to Sweden is also a hard-top version of a former 220 body style. Several Type 180 can be seen, one of them being a 180D. Borgward Hansa have arranged an elaborate show with a built-up road bank. They show their new sports Type 1500 Rennsport in dark maroon. The car looks very efficient without unnecessary frills. Various other Borgward cars can be seen, such as the 2400 Pullman limousine, a rather heavy-looking saloon. On the West German D.K.W. 3-6, Karmann has built a charming drop-head coupé in cream with red top.

Big Brother

The Vauxhalls and Opels on the General Motors stand are almost dwarfed by the huge new General Motors range from America. A large black Cadillac dominates one part of the stand, while the turntable with the Corvette dominates the other. Packard exhibits an immensely long seven-seater limousine in blue. Chrysler shows an admirable five-seater "town limousine" fitted with the V-eight of 238 b.h.p. and with a division. All interior ornaments around door handles, instrument panel and so on are finished very pleasingly in machined aluminium.

The new Standard Ten, introduced at Stockholm, was shown on a raised dais.

STAGES A MOTOR SHOW: SPORTS CARS IN TORONTO

From the Italian industry come a black Alfa Romeo with coachwork by Touring and the entire Fiat range. A red and black Grand Luce Fiat 1900 attracts many visitors as do the new Fiat 1100 TV and the 1100 Familiale. The very expensive Ferrari is shown in various guises by Pinin Farina. One of them is fitted with the new 2.5-litre formula 1 engine. From France a pleasing Simca 9 Grand Large can be seen; the Citroen range is rather dull.

The Rootes Group has a well-planned stand with their sectioned and turning Humber Hawk chassis as an eye-catcher. A beautiful red Sunbeam-Talbot Alpine can be inspected alongside cars such as a Hillman Californian in cream with a red top. Porsche is shown in two examples, a drop-head in red and a light-coloured coupé. The Volkswagen has its new engine and can be seen in several colours.

From Russia, finally, a black Zim, a Pobieda and a Moskwitsch can be seen.

Prices of cars in Sweden (£1=1,450 Swedish Kroner)

	£
Ifa F8	345
Lloyd LP400S	355
Fiat 500	385
Austin A.30 2-door	445
Ford Anglia	455
Standard 8	458
Volkswagen	465
Morris Minor 2-door	480
Saab 92	525
Standard 10	535
Opel Olympia Rekord	620
Volvo PV444 Special	655
Standard Vanguard	720
Opel Kapitän	840
Humber Hawk	840
Mercedes-Benz 180	1,000
Plymouth 4-door	1,150
Chevrolet Bel-Air	1,170
Jaguar Mark VII	1,365

Imports of cars in 1953 (from an official source)

	Units
Western Germany	15,935
Great Britain	14,458
France	5,216
Italy	2,955
U.S.	2,252
Eastern Germany	940
Various	1,860
Total number units	43,594

A handsome two-colour body by Ghia on a Singer chassis at Vienna.

VIENNA INTERNATIONAL

High Purchase Prices in a Low-income Country

IF the crowds choking the aisles at the Vienna International Motor Show, which closed on March 21, are anything to go by, the car-starved Austrians represent a market that car manufacturers may well study. With the recent advent of Austria's first favourable external trade balance since 1918, and the hardening of its currency, restrictions on imports of cars have now been lifted; the industries of Europe and America were not slow to display their wares deep in the Soviet-occupied zone.

The total number of makes exhibited compared favourably with that at the Geneva Salon which ran concurrently. Britain again took the lead, with sixteen makes on show, followed closely by the U.S. with fourteen. Nine West German types were on view, five French, three Italian, and one each from Sweden, Czechoslovakia and Eastern Germany. While Austria produces no automobiles itself, Steyr assembles and was showing the entire range of Fiats. In addition, there were several examples of local coachwork adorning bought-out chassis.

In 1953 Austria imported 8,945 passenger cars, of which nearly half came from Germany. Italy supplied over a third (largely assembled by Steyr), Britain and France about a tenth each, and America the remaining handful. With the freeing of imports this figure can be expected to jump sharply.

But, after scanning the Vienna crowds, one may wonder about the likely number of buyers among them. Purchasing power is generally low in Austria, and prices are very high. The long-suffering Briton may grumble at purchase tax, but pity the poor Austrian. Once a car crosses the border it is "welcomed" by a 35 per cent duty. Then a 25 per cent tax is piled on to the total. Finally, the agent adds his 25 per cent. (Even the Steyr-Fiats are subject to the largest part of this burden.) A new Ford Anglia, for example, whose full price in Britain is £511 2s 6d, ends up in Vienna at 47,800 schillings—over £660! Thus many a would-be Austrian motorist (who may earn only this much in two years) reluctantly turns his thoughts to two, or perhaps three, wheels.

Nevertheless the car manufacturers of the world are optimistic and put on a show at Vienna in the best tradition. From Germany came not only the ubiquitous Volkswagen in suitable numbers, but at the "quality" end of the scale were eight varieties of Mercedes-Benz, four Borgwards including the diesels, and the new 2.6-litre V-eight B.M.W. 502.

America was there in strength, bravely showing the flag with twenty-six 1954 space-ships. But practical interest was greatest at the other extreme, with the more serious crowds milling about the lowest-priced and most economical cars such as the Citroen 2 c.v., Fiat Topolino, Volkswagen and 400 c.c. Lloyd. British industry was well represented by the full range from Ford, Austin and Morris, together with a good selection from most of the other leading factories. One of the Austrian coachbuilders who chose a British chassis on which to practise the art was G. and H. Perl, agent for the Nuffield products. Here a drop-head two-seater body in light alloy on an M.G. Midget skeleton presented an unassuming yet pleasing appearance. The spare was carried in a well at the left of the engine under the bonnet. Perl stated that this tailor-made M.G. was intended for export, with America as the principal target.

Denzel-Volkswagen

Another example of Austrian styling for the connoisseur was the Denzel 1300—genetically a Volkswagen but with few of the original strains remaining. Its smooth low aluminium body, with Austin-type bonnet and split windscreen, recalled its heritage only in the head lamps. It is shorter, wider and lower than the original. The chassis has been reconstructed from box-section steel members reinforced with steel tubes. Wheelbase is 7ft, with track width expanded to 52½in, front and rear. Suspension is standard. Total weight has been reduced to 1,300lb. The rear-mounted engine is basically Wolfsburg, but with the bore reamed out to 80 mm, raising the swept volume to 1,284 c.c. Special cylinder heads are fitted which boost the compression ratio to 7 to 1, valve size and spacing are increased, and a pair of Solex twin-choke carburettors are used. At Vienna the engine output was given as 48 b.h.p. at 4,800 r.p.m. Denzel can modify the engine to the customer's requirements, it was stated, with compression ratios going up to 8 to 1 with a corresponding increase in power.

Other refinements include aluminium disc wheels, oversize light alloy brake drums, and a 50 per cent increase in petrol tank capacity, to 60 litres. Fuel consumption is said to be 40 m.p.g. and top speed 100 m.p.h. Denzel is turning out these cars at the rate of two per month. Local price in sterling equivalent is £1,080.

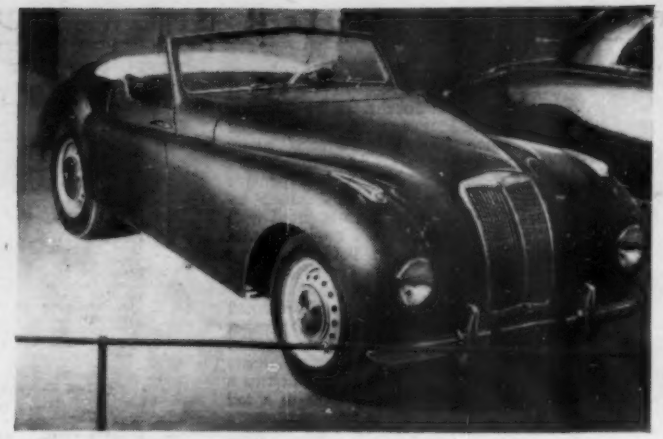
Again in the custom-built field was a Michelotti coupé body made by Ghia-Aigle and fitted to a 1½-litre Singer Roadster chassis. The very low separate seats permit a reduced overall height, and the lines of the hard top flow smoothly back over the locker. Two-tone paintwork relieves the flat side panelling, which is unbroken except for the completely recessed door handles. Despite the increased dimensions of the body, alu-

VIENNA INTERNATIONAL . . . . . continued

minium construction keeps the total weight down to that of the standard roadster. Upholstery is of plastic in a mottled pattern which approximates to the appearance and texture of fabric. The facia has been completely redesigned and is moulded from cream-coloured plastic. Space behind the seats can accommodate an occasional third person. Price given in Vienna was 112,000 schillings—the sterling equivalent of £1,550.

The Steyr works, Austria's largest industrial enterprise, assembles ten Fiat models, and last year the total output was some 2,500 units. Under agreement with Turin, however, these are only for the home market and cannot be exported. One deviation from the existing Fiat line is the incorporation of a Steyr-built 1,997 c.c. engine in the Model 1900. This is designated the Steyr 2000, and is available in three saloon body styles. Similar to the original Italian power unit, this larger engine has four cylinders with overhead valves, and output is raised to 65 b.h.p. at 4,000 r.p.m. Synchromesh transmission has five forward speeds with overdrive top.

The Vienna Motor Show, combined this year with the spring Trade Fair, was the third since the war. Organized by the Vienna Motor Trade Association, it was housed in eleven huge wooden-sided rectangular tents placed together in domino fashion. The show was first introduced in 1949, held again in 1950, and is now planned to take place every two years.



M.G. Midget coachwork in light alloy by G. and H. Perl. The one-piece windscreen is a V and is not curved.

S.M.M.T. SHOW IN CANADA

STAGED by the Society of Motor Manufacturers and Traders and following accepted Earls Court Show procedure in stands and banner display, Canada's first international motor show (March 12-20) sharpened Canadian enthusiasm for British products with its wide array of nearly 100 cars appealing to every taste and in all price brackets.

There were prestige exhibits, the foremost of which was John Cobb's Rolls-Royce-powered Mobil Special shown in chassis form with its streamlined body removed. An unexpected and interesting exhibit was the Sunbeam-Talbot Alpine and Eccles caravan of the Inter-America Expedition which arrived in Toronto on the first leg of its trip and coincided with the opening of the show. Indicative of the growing interest in sports cars, the British Empire Motor Club of Toronto had a display of its own consisting of two special M.G.s and several motor cycles.

Manufacturers exhibiting at the show either directly or through Canadian importers included Standard, Rootes, Packard, Ford, General Motors, Austin, Morris, Jaguar, Singer, Rover, Rolls-Royce and Nash-Kelvinator. In addition, there were accessory and component suppliers.

The ready availability of service in Canada and the Austin-Healey 100 sports car in a galaxy of new colours for the Canadian market were dominant themes of the extensive Austin stand. The service organization was the subject of a large display of factory-reconditioned engines, gear boxes, back axles and other components from the large Hamilton, Ontario, factory. Austin claims a wider and more extensive range of reconditioned parts on a component-exchange basis than any other Canadian manufacturer and at the lowest prices in the industry.

An Austin-Healey had a star position on the vast Austin stand at Toronto.

Nuffield Newcomers

Morris Motors (Canada), Ltd. chose the show for the Canadian début of the new M.G. TF and 1½-litre Magnette, and the Riley Pathfinder, all of which were hits on this stand. In addition, the Morris Minor and Morris Oxford cars were exhibited in a variety of colours. The recently introduced Morris Minor Traveller's Car was also on view.

Rootes of Canada staged an extensive exhibit of Hillman Minx, Sunbeam-Talbot, Humber and Rover cars. Special were the new Hillman Minx Californian hard-top coupé mounted on a turning dais, and a new highly tuned competition version of the Sunbeam Alpine. The new Rover 90, which Rootes Motors (Canada), Ltd. distribute in Canada, was also shown for the first time, finished in two contrasting shades of grey.

The Standard Motor Co. of Canada, Ltd. exhibited the Vanguard and Eight cars as well as the new Triumph TR2 sports car. Two complete examples and a show finish chassis of the latter were shown. This show also provided an opportunity for the first public showing of the new Eight or Cadet as it is designated in Canada.

The Ford Anglia, Prefect, Consul and six-cylinder Zephyr cars were exhibited by the Ford Motor Co. of Canada. All of these cars had been shown previously at Ford's one-make show in Toronto, held after Christmas.

General Motors Products of Canada, Ltd. exhibited the Vauxhall as well as the Cadillac, Buick and Oldsmobile. Highlight of the Vauxhall portion of the stand was a fully sectioned and show-finished display engine which had been on view at Earls Court. A display of Jaguar cars consisted of an XK120 tourer, an XK120 drop-head coupé, and a Jaguar Mark VII saloon. Packard cars, handled by the same importer, were on view on this stand, including the new Clipper Panama hard-top coupé. Singer were represented by two S.M. Roadsters.

British manufacturers, who sold 26,776 cars and 1,700 trucks in Canada last year, are to be congratulated for the fine showing.

The 1100 T.V. Fiat has a businesslike body style. All windows are framed with bright strips, and the lines of the body are lengthened by another bright strip at the waist line. This is further emphasized by a raised portion in the door pressings, which runs parallel to the waist line and towards the bottom of the doors. The central hinges are exposed.

The simple body lines and circular wheel arch treatment can be clearly seen. White wall tyres and two-tone paint treatment are well suited to this model. Compared with the standard Fiat 1100, the T.V. has a very much larger rear window.

The Autocar ROAD TESTS

No. 1528:

FIAT 1100 T.V. SALOON

As soon as it was announced last year it became evident that the 1100 c.c. Fiat was, like its predecessors of the same size, a car with a future. It was small enough to be neat and nimble in traffic conditions, and at the same time large enough to provide very comfortable transport for up to four persons and luggage. Later in 1953 the 1100 T.V. was announced—the "T.V." does not stand for a popular form of indoor entertainment, but Turismo Veloce, the model being a tuned version of the normal 1100. The standard saloon model was put through its paces last year (*The Autocar*, June 5, 1953), while more recently the T.V. version has been extensively tested in Italy.

Compared with the standard model, the T.V. develops an extra 14 b.h.p.—50 instead of 36: this increase in power output is brought about by increasing the compression ratio from 6.7 to 7.6 to 1 and by fitting a double-choke Weber carburettor in place of a single-choke instrument of the same make. Other differences between the standard model and the T.V. include improved engine bearings, different inlet and exhaust silencers, a two-piece propeller-shaft with a centre bearing, and a much larger rear window.

The results of the previous test of the standard 1100 Fiat showed that it was economical and also that it had a very good performance for a car of its class. The T.V., however, has recorded maximum speed figures well above those obtained from some cars with a considerably larger engine capacity—at the expense of some loss of flexibility in top gear at the lower speeds, yet without any very great loss in economy in the normal cruising range, owing to the arrangement of the carburettor, which supplies mixture through only one of its tubes until the three-quarter throttle position is reached, at which stage the second tube comes into operation.

From the front the T.V. model is easily distinguished by the built-in fog lamp in the centre of the radiator grille. Like the rest of the car, the frontal treatment is simple and does not display an excess of plating. Narrow over-riders are attached to the bumpers at both front and rear.

ROAD TEST . . . . . continued

With a mean maximum speed of over 80 m.p.h. available, reached after a distance of about two miles, the car cruises very comfortably above the 70 mark with a comfortable reserve of power in hand, and there is a good measure of top gear flexibility down to about 12 m.p.h. With the engine in the tune implied it is necessary to use fuel with a minimum octane rating of 78, and on first grade Italian fuel some pinking was noticed when the engine was pulling hard, if the throttle was opened wide with the engine below 2,000 r.p.m.

Useful Gear Box

To get the most out of the car it is necessary to use the gear box freely, particularly if it is well laden. Four well-chosen ratios are provided: first gear is an emergency low and is seldom used except for starting from rest when the car is heavily laden; third gear is frequently used for the steeper main road hills, while for the tougher climbs, such as long Continental passes, second gear is often required for short periods. Top, third and second gears are provided with a smooth and positive synchromesh which is not easily beaten even if very fast changes are made. Gear changing is performed by a conventional type of steering column control which is particularly positive and one of the best of its kind that has been tried by this journal. It has an easy movement and just about the right travel from gear to gear. The clutch is smooth and sweet, yet it does not protest when made to work hard, for example during the standing start acceleration tests, and it is not heavy to operate.

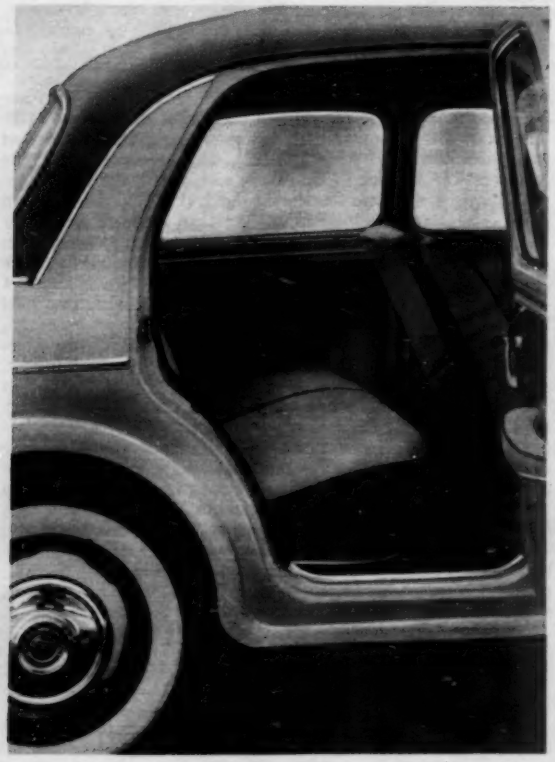
During extensive tests the car was driven over many different kinds of road surface, including extremes such as ice-bound roads containing pot holes, mountain passes and very rough stone setts, as well as normal surfaces such as concrete roads and autostrada. It says a lot for the Fiat suspension when it can be recorded that over this wide variety of surfaces the ride in both the front and the rear compartments was very good; there is very little pitching, yet the springs are soft enough to insulate the occupants from bumps and shocks. They are not too soft, however, and there is no trace of floppiness—in fact, the car has a safe, taut feeling that very quickly inspires confidence and tempts the driver to treat it as a well-designed sports car. Driven in this way it covers the ground very quickly and out-performs many other cars of its class. There is very little roll on corners, and no bottoming of the springs was noticed over very rough roads when the car was well laden. Like at least one British car, the T.V. has an anti-roll bar applied to both front and rear suspensions, although in other respects these are conventional, with coil springs at the front, and leaf springs with plastic interleaves at the rear.

Steering and Handling

Under all conditions of loading there is very good directional stability and a pleasing degree of under-steer; there is also a nice self-centring action, and the car can be cornered fast with precision, and handled quickly and safely under adverse as well as favourable road conditions. The steering is pleasantly light and has a well-balanced feel; it gives an indication of road surface conditions but does not transmit shock back to the driver's hands. With a quite compact turning circle and 3¼ turns from lock to lock, the car is easily handled and parked in confined spaces.

Sometimes, if the power output of an engine is considerably increased, the chassis is not able to cope with the demands that are made on it—for example, brake fade is experienced—but this is not so with the T.V. Although

Combined arm rests and pulls are attached to the rear doors, and spring-loaded passenger grab handles are fixed to the sides of the body over the rear windows. There is useful foot space for the rear seat passengers beneath the backs of the front seats.



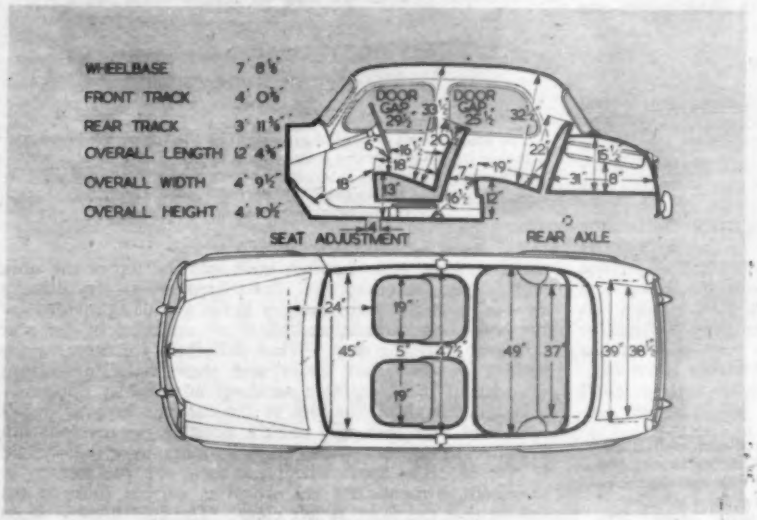
Both front seats are adjustable for leg length and are trimmed in two-tone cloth. There are arm rests on the front compartment doors. Rubber heel pads are attached to the carpets on both sides of the central tunnel, and there is a protective metal strip at the top of the door sills.

the required pedal pressure for normal check braking is perhaps a little high, the pressure required for maximum retardation is 120 lb, a quite satisfactory figure. In keeping with other current Fiat cars leading and trailing shoe brakes are fitted all round, and during the test, covering many hundreds of miles, no adjustment was required nor was there any sign of increased pedal travel or loss of balance. No fade was experienced either on the road or during the performance testing.

Both mechanically and as regards wind noise the car is pleasantly quiet, although the screenwiper motor does make a good deal of noise, and as this unit is placed on the passenger side of the bulkhead the sound is quite noticeable. The tyres are quiet and there is no squeal unless the car is cornered really fast.

Post-war Grand Prix racing has given publicity to what is called the Italian style of driving position. The best features of such a position are found in the T.V.—the steering wheel is small, and well positioned in relation to the pedals. It is comfortable to hold and is placed where it gives optimum control and not pressing up against the driver's chest. The separate driving seat is well proportioned, comfortably sprung, and gives plenty of support, with the result that the car can be driven for long periods without causing driver fatigue; it is adjustable for both leg length and back rest angle, the angle adjustment by means of two set screws. From the driving seat the all-round visibility is very good. There is a large glass area at the sides, the rear window is considerably bigger than that of the standard 1100, and the windscreen pillars are slender and placed in a position where they do not cause a blind spot. The bonnet line is low and both front wings can be clearly seen. The combination of large rear window and a well-placed mirror results in good rearward vision.

FIAT 1100 T.V. SALOON



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds. Speed Range, Gear Ratios and Time in sec.

M.P.H.	4.3 to 1	6.75 to 1	10.23 to 1	16.6 to 1
10—30	—	10.0	6.3	—
20—40	16.7	8.8	6.4	—
30—50	17.6	10.0	—	—
40—60	24.2	11.7	—	—
50—70	33.3	—	—	—

From rest through gears to:

M.P.H.	sec.
30	5.6
50	14.1
60	21.5
70	39.1

Standing quarter mile, 22.2 sec.

SPEEDS ON GEARS:

Gear		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean)	80.5	129.6
	(best)	84.0	135.2
3rd		44—60	71—97
2nd		30—40	48—64
1st		16—22	26—35

TRACTIVE RESISTANCE: 23.8 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	140	1 in 16
Third	260	1 in 8.6
Second	370	1 in 6

BRAKES:

Efficiency	Pedal Pressure (lb)
86 per cent	120
67 per cent	80
33 per cent	40

FUEL CONSUMPTION:

33.5 m.p.g. overall for 94 miles (8.5 litres per 100 km.).
Approximate normal range 30-35 m.p.g. (9.4-8.1 litres per 100 km.)
Fuel, Italian first grade.

WEATHER: Fine; damp surface, slight wind. Dry surface for brake tests.
Air temperature 42 deg F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of March 6 and October 23, 1953.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80	90	91
True speed:	9.5	18.5	27.5	36.5	46	55	64.5	74	83	84

DATA

PRICE (in Italy), with foor-door saloon body 1,225,000 lira = £700 at 1,750 lira = £1, Not available in Great Britain.
Extras: Heater standard equipment.

ENGINE: Capacity: 1,089 c.c. (66.5 cu in).
Number of cylinders: 4.
Bore and stroke: 68 × 75 mm (2.677 × 2.953in).
Valve gear: overhead.
Compression ratio: 7.6 to 1.
B.H.P.: 50 at 5,200 r.p.m. (B.H.P. per ton laden 49.4).
Torque: 56 lb ft at 3,200 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 15.8.

WEIGHT (with 5 gals fuel): 16¾ cwt (1,865 lb).
Weight distribution (per cent): F, 55; R, 45.
Laden as tested: 20¼ cwt (2,279 lb).
Lb per c.c. (laden): 2.09.

BRAKES: Type: F, Leading and trailing; R, Leading and trailing.
Method of operation: F, Hydraulic; R, Hydraulic.
Drum dimensions: F, 9.84in diameter; 1.38in wide. R, 9.84in diameter; 1.38in wide.
Lining area: F, 51.1 sq in. R, 51.1 sq in (100.0 sq in per ton laden).

TYRES: 5.20—14in.
Pressures (lb per sq in): F, 25; R, 27 (normal).

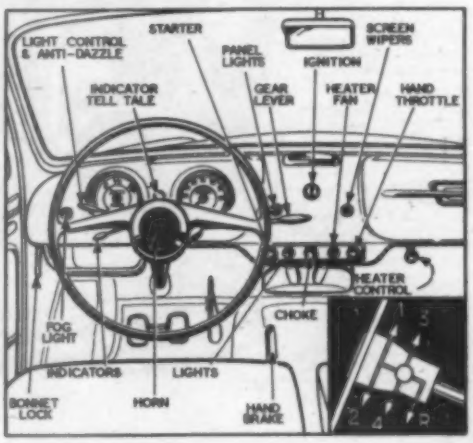
TANK CAPACITY: 8¾ Imperial gallons.
Oil sump, 5.6 pints.
Cooling system, 11¼ pints.

TURNING CIRCLE: 34ft 6in (L and R).
Steering wheel turns (lock to lock): 3¼.

DIMENSIONS: Wheelbase: 7ft 8⅛in.
Track: F, 4ft 0⅝in; R, 3ft 11⅝in.
Length (overall): 12ft 4⅜in.
Height: 4ft 10½in.
Width: 4ft 9½in.
Ground clearance: 6.1in.
Frontal area: 18.1 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 28 ampère-hour battery.
Head lights: Double dip; 45-40 watt bulbs.

SUSPENSION: Front, independent; wishbones and coil springs. Rear, half-elliptic springs. Anti-roll bar front and rear.



ROAD TEST . . . . continued

The wipers cover a large area of the curved screen and overlap to provide a single clear area; they are very powerful and operate quickly enough to cope with heavy rain when the car is travelling fast; the blades are self-parking.

The instruments are grouped in two circular dials, each cowled to prevent reflections in the screen at night. The left one comprises a fuel gauge and indicator lights for low fuel level, oil pressure, dynamo charging, and parking lights; the speedometer is placed on the right. Between these two groups of instruments is placed the tell-tale light for the flashing direction indicators, which has a two-position cover to vary the intensity of the warning light to suit day and night driving. All the minor controls are grouped in the centre of the facia except the switch for the fog lamp, which is placed to the left of the instruments. The combined lighting switch and dipping lever for the head lamps is mounted on the steering column, below the direction indicator switch. The twin sun vizors somewhat mask the top part of the windscreen in their out-of-use position.

Body Interior Points

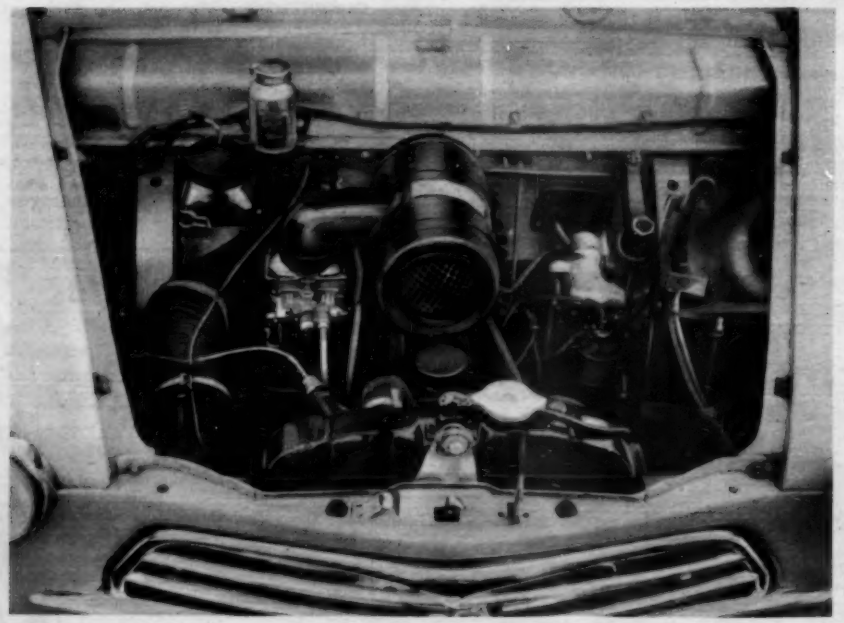
Both front and rear doors are hinged from the central pillar; they are large and permit easy access to both compartments. The floor is low and there is a slight step down into the car; both front and rear passenger seats are very comfortable, and the rear passengers sit well within the wheelbase. There is ample headroom in the rear but the rear passengers' legroom is a little restricted if the driving or front passenger seat is moved back to the limit of its travel. A small glove compartment is formed under the left of the facia, and provision is made for the fitting of a radio as an optional extra on the right of the facia. A heating and de-frosting unit of fresh-air type is fitted as standard; it is very efficient and even in very cold weather easily maintains the interior at a comfortable room temperature. The driving mirror is provided with a lady's make-up light with a switch built into the top of the unit, and is also automatically illuminated when the driver's door is opened. Twin interior lights are also provided for the rear compartment, and these are operated by the rear doors in a similar way. Wind deflectors are fitted to the insides of the front doors and these help to prevent draughts if the front side windows are slightly open.

The spare wheel is housed on a shelf at the top of the luggage locker in order to leave a clear floor area. The locker is well proportioned and the interior free from projections that might cause damage to luggage. A spring-loaded catch holds the lid in the open position when required.

Bearing in mind the size of the car, the luggage locker is of useful proportions, and the opening is provided with a gutter to prevent water from running in when the lid is opened. The spare wheel and tools are also housed in this compartment, but the wheel is carried towards the top so that the floor is left clear. The fuel filler is fitted with a lock, the tank is well vented so that it can be quickly filled without blowing back, and is large enough to provide a useful range. The lights prove to be adequate for fast night driving and have a satisfactory spread of light when dipped. On the other hand, the horn was not up to the standard of the rest of the car. No starting handle is provided. There is a satisfactory two-point jacking system; 21 lubrication points on the chassis require attention at intervals of 900 miles.

The standard of finish of the mechanical components and bodywork generally is very good, there is a pleasing absence of unnecessary frills, and the car as a whole is a very sound vehicle. The 1100 T.V. is also a car that can get from place to place quickly without consuming large quantities of fuel. Briefly, as regards comfort, performance, economy and general road behaviour, this car is right, and it is certainly a model able to stand up to very keen competition from others in its class.

The engine compartment is both compact and well filled. The air cleaner and silencer has a forward-facing intake and a duct at the side which connects with the double-choke Weber carburettor. The battery is placed on the left side of the car and is fitted with a synthetic rubber cover. The screen wash fluid container is placed on the opposite side, behind the heater air intake duct.



The rapid succession of hairpin bends on the St. Gotthard Pass in Switzerland.

PERFORMANCE ON ALPINE PASSES

DEFECTS REVEALED BY THE "LIE OF THE LAND": AN INTERESTING RECENT PAPER

ONE of the most pleasurable uses to which a car can be put is Continental touring, but road conditions in unfamiliar countries can present difficulties; for example, motorists who have driven only in this country can obtain no experience of conditions corresponding to the high Alpine passes encountered in most popular Continental tours. The design of vehicles for use on Alpine passes presents many different problems, all of which must be overcome if any one design is to satisfy world conditions, which it must to enjoy a substantial export market.

The problems were discussed in detail at a recent meeting of the Automobile Division of the Institution of Mechanical Engineers by Herr Max Troesch, a consulting engineer and lecturer at the Swiss Federal Institute of Technology, Zurich. Herr Troesch recalled that the Alps were the most important chain of mountains in Europe, reaching from the Mediterranean coast to the Hungarian lowlands. About a hundred passes crossed them in various directions, the majority of these being in Switzerland. The most important ascended to heights of 8,000 to 9,050ft, the Iseran pass in France being the highest. For passes kept open all the year round, a height of a little under 5,000ft was generally considered the practical limit.

Maximum gradients are to be found on the older Austrian passes; some of them, also some Swiss passes, date from Roman times and have gradients up to 32 per cent (nearly 1 in 3); the Turracher Höhe, for instance, which is 5,780ft high. Generally speaking, Austrian passes are all under 6,000ft except the Grossglockner (8,360ft), which has a maximum gradient of 12 per cent (approximately 1 in 8).

In ascending to these heights it is necessary to climb for a distance of up to 25 miles—and go downhill for a similar distance on the other side. Road conditions vary considerably. In some cases the surface is loose gravel and a very narrow single track; on the other hand, the modern passes such as the Grossglockner, and the Susten pass in Switzerland, are examples of excellent road design and were described by the author as "Alpine boulevards."

The location of Alpine passes in relation to the rest of Europe means that a variety of conditions will be imposed on a vehicle using them. For example, conditions imposed by *autobahnen*, or the long straight roads of France, require vehicles to have high maximum speeds, low drag, high lateral stability, and a gear ratio that permits high-speed cruising at low engine speeds. When the passes are reached, however, it is necessary for the vehicle to climb steep ascents, followed by descents, and often in reduced air density (owing to the increased altitude); also to negotiate both smooth open curves and narrow hairpin bends which may follow in quick succession. Added to this there are the changes in temperature and weather conditions that may occur in a quite short distance, some of the worst conditions being encountered when driving over deep snow in strong sunlight. Climbing, combined with high rolling resistance and heat radiation from the snow, will cause severe strains throughout the car.

In Switzerland the performance of a very large variety of vehicles can be observed. Hill-climbing ability depends mainly on the power-to-weight ratio, and Herr Troesch maintained that American cars generally gave the best climbing performance, European cars often being handicapped by their comparatively small engines. Often owners of small cars built in countries where Alpine conditions do not exist find that the climbing performance leaves something to be desired. Continental manufacturers have begun to install more powerful engines, and in some cases a satisfactory solution to the problem is provided by the use of four- or six-cylinder engines in what is otherwise basically the same car. The author felt that this way of increasing the performance—by increasing the capacity—was preferable to stepping up the power output by increasing the engine speed and compression ratio. Increasing capacity increases the ratio of volume to weight, and a minimum figure of 2 litres per ton dry weight was suggested. The larger engine capacity would result in only a very slight increase in weight, and would give practically the same fuel consumption at the same speeds, as well as provide a longer engine life.

One of the major requirements for Alpine motoring is adhesion between slippery road and driving wheels. Herr Troesch considered that, before deciding the most suitable engine position, the question of front or rear wheel drive must be investigated. With heavy vehicles rear drive is used

Frequent snow ploughing is often necessary to keep open the lines of communication in winter.

of the shock. Horizontal shock is taken by the tyre and the rim, and is transferred to the front-axle fixture on the central backbone; from the backbone remaining shock energy is transferred to the car itself. In the more likely cases of a near head-on collision the front suspension acts as an additional, and very efficient, shock absorbing unit as it consists of two superimposed axle tubes incorporating laminated torsion bars.

The advantage of a rear-engined car for hill-climbing is that it can have very good driving wheel adhesion. Yet if there is an excessive bias towards rear-end loading, the vehicle may have unpleasant handling qualities. The rear-engine layout has not yet found many advocates. Herr Troesch suggested that the main reason for this was a styling problem; owners who had overcome the objections to the appearance of the rear-engined car liked it for its hill-climbing abilities on slippery and snow-bound roads. An extremely successful rear-engined vehicle basically designed before 1939 is the Volkswagen; the air-cooled engine is suitable for extremes in climate and the car gives excellent "pass performance" even in winter without snow chains or snow tyres. It has a low overall weight of 14½ cwt, but the design does not lack stiffness.

Dr. Porsche, so the author related, had expressed the opinion that only air-cooled and therefore light engines could be satisfactory, but after a test of the pre-war Isotta Fraschini V-eight prototype Herr Troesch assured him that large rear engined water-cooled cars could give very good stability. This car had an engine capacity of 3.4 litres, a six-seater body and a maximum speed of over 90 m.p.h., but owing to financial reasons it was not possible to go into production.

On the relative merits of petrol and diesel engines, Herr

PERFORMANCE ON ALPINE PASSES . . . . continued

to avoid loss of adhesion in starting and climbing owing to displacement of weight on gradients and as a result of the driving couple when starting, while for special purposes all-wheel drive is used and gives good results. For cars and some vans front wheel drive has been used to a certain extent since 1945, and the author considered that the disadvantage of bad starting on a slippery road surface with this layout was generally limited to winter driving and was outweighed by the advantages of low overall height owing to the absence of a conventional propeller-shaft. As long as a certain minimum speed may be obtained, sufficient adhesion and traction are available from front drive cars. Trouble arises on gradients when rolling resistance is increased by new snow, and under such conditions front wheel drive cars with their passengers sitting on the front mudguards may, said Herr Troesch, be seen quite often!

The idea of a single compact unit comprising engine, gear box and final drive is very tempting to designers and, at first sight, to vehicle operators, but Herr Troesch maintained that its disadvantages in service soon became apparent when clutch or gear box trouble arose, as this usually entailed removing the engine. Another serious disadvantage of front wheel drive is damage sustained in accidents, for even a slight collision to a front wheel may damage the universal joints on the drive shafts. If a rear-engine layout is used there is less likelihood of collision damage, as rear collisions are rare and speeds involved are generally lower than when two vehicles travelling in opposite directions collide. But it is believed that passengers would be too much exposed to head-on collision shocks in rear-engined cars, though special investigations made by the author in this connection have disclosed that in heavy front collisions a forward engine often seriously injures front passengers because it may be pushed backwards; in no such accident did a rear engine ever come forward to injure passengers.

The absorption of impact energy in the front of rear-engined cars depends on the front end design and the layout of the components. With the Volkswagen, for instance, extremely efficient shock absorption has been noticed in all head-on collisions, as the spare wheel at the front takes most

Troesch cited the Mercedes-Benz 170 DS, a five-seater saloon with a four-cylinder diesel engine of 1,767 c.c., having an output of 39.4 b.h.p. at 3,200 r.p.m. This car developed 31.3 b.h.p. per ton compared with the petrol-engined version, which has 43.7 b.h.p. per ton. With a back axle ratio 7 per cent higher but using the same gear box, the diesel-engined car gives a satisfactory performance for Alpine use, and the author felt that the engine governor made pass driving easy as it prevented the possibility of engine over-revving.

The cooling of both water and oil was suggested as a satisfactory solution to some of the cooling problems peculiar to pass driving. It is used on the Type 220 and 300 Mercedes-Benz. With this layout the oil cooler forms part of the crankcase side wall so that it also cools oil thrown up from the crankshaft. The oil and water temperatures are controlled by a thermostat and thus the temperature differences throughout are very small; during a long descent the heat content of the crankcase oil helps to keep the cooling water warm.

Over-cooling

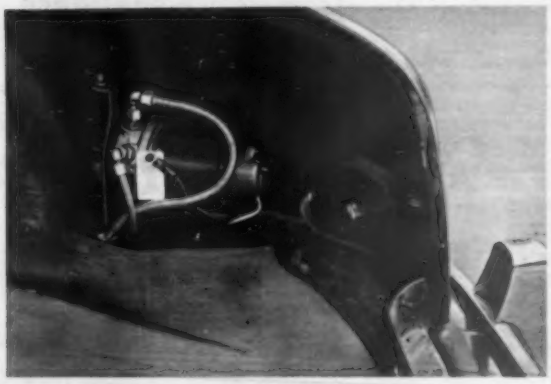
In some cars (of both English and Continental manufacture) that provide good cooling on passes, the author had experienced over-cooling in normal town driving, which in some cases could be cured only by throttling the water circulation, fitting a radiator blind, a higher temperature thermostat, *and* removing the fan. On the other hand, in the 1930s some boiling was experienced on passes on practically all American cars, although today this problem has been overcome, the use of pressurized cooling systems assisting as they are not affected by altitude. Air cooling has proved to be very successful, although until 1950 Volkswagen and Porsche models were rather sensitive to cold conditions, but since a thermostatic air control has been provided on the Volkswagen this trouble has been cured.

Early Volkswagen engines suffered from temporary piston seizure when too low an engine speed was used on passes. This trouble was frequently experienced unless drivers changed gear to maintain a sufficiently high engine speed.

Generally, only one piston seized and it was found that the cylinder in question was receiving slightly less cooling air and also, owing to distribution problems, a slightly weaker mixture than the other three. The front wheel drive air-cooled Dyna Panhard was quoted as giving a quite remarkable performance in hill-climbing competitions.

Correct engine breathing is particularly important for high altitude operation. Great care should be taken to avoid restriction or overheating of the intake air. It is also necessary to reduce pumping losses as much as possible, and to give good volumetric efficiency. The author felt that some body makers did not realize the importance of good breathing, particularly in the design of radiator air intakes which sometimes kept needlessly high the temperature of the cooling water, and resulted in high under-bonnet temperatures, reducing the volumetric efficiency. An efficient cure was the use of a direct air intake for the carburettor, which enabled cool air to be ducted to the engine; but it was arranged so that, for winter use, air at under-bonnet temperature could be used, thus avoiding over-cooling. [Editor's Note: Cf. recent remarks in *The Autocar* on carburettor icing.]

Another problem is vapour lock, which may occur in the fuel system when the pump is unable to cope with the fuel vapour mixture formed by overheating. There are three main causes of vapour lock: fuel with an unsuitable evaporation curve, an overheated engine, and an incorrect layout of the fuel system. In the summer air temperatures in the shade on Alpine passes may rise to 100 deg F and with heat radiation from rocks and light-coloured road surfaces the total heat effect on cars becomes considerable. Under-bonnet temperatures rise still further when cars are stopped after a strenuous climb. It is mainly in such



One solution to vapour lock is to isolate the fuel pump from the heat of the engine compartment. On the Rover 90 the fuel pump is located close to the tank in a small compartment at the side of the luggage locker.

circumstances that vapour locks occur, and when restarting is attempted the engine fails because the fuel supply is cut by vapour in the system. Evaporation in the float chamber of the carburettor lowers the fuel level, making aspiration through the jets impossible, and the pump is unable to deliver fuel because the liquid column in its aspiration side is interrupted by vapour bubbles. Vapour lock often occurs with cars in motion because of excessive heat transfer to the fuel system.

Vapour lock can also be caused by the presence of highly volatile parts of the fuel which lower the beginning of the evaporation curve. Small additions of alcohol lower the evaporation curve considerably, often lower than the boiling points of the low-boiling alcohols. Owing to this phenomenon, vapour locks are always liable to occur when alcohol blended fuels are used on Alpine passes in summer, and for this reason an alcohol content in fuel is compulsory in Switzerland only in winter.

To overcome vapour lock troubles Herr Troesch suggested that designers should concentrate on fuel lines running along the outside chassis frame to avoid warm air streams; they should mount fuel pumps and carburettors with substantial heat-insulating joints, and protect them from hot air streams and heat radiation. In this respect the best position for a fuel pump was as far away from the engine as possible. This, of course, demands the use of electric fuel pumps, and the author maintained that vapour lock never occurred with electric pumps mounted away from the engine and insulated from heat in the engine compartment, even in the most severe conditions. It is usually possible to cure vapour lock by opening the bonnet to get increased air circulation around the engine, and by spraying the fuel pump and carburettor with cold water.

With transmissions, Herr Troesch stated that the conventional arrangement of clutch and gear box did not generally cause any trouble on passes except as a result of bad driving or neglected servicing, and the modern synchromesh gear box, if it had sufficiently close gear ratios, was, he said, ideal for Alpine pass operation. However, it is realized that gear changing at the proper moment remains a difficulty for some drivers, and it was suggested that, for this kind of driver when in a small car, a three-speed gear box might be more suitable than one with four speeds, as it would tend to prevent drivers from changing down too late on gradients. Neglecting unskilled driving, it was thought that the four-speed gear box was more suitable, particularly when vehicles were to cruise fast on motor roads as well as be driven over Alpine passes. Cars built in Alpine countries generally have four speeds. Some Italian cars even have five. French designs show a bias towards four speeds, as also do German.

Necessary Clutch

Of the automatic transmissions mentioned, the author dealt first with the Hydra-Matic system, and suggested that for Alpine use the abolition of a clutch pedal was a disadvantage and sometimes even a danger when driving on slippery road surfaces, because of the jerk which sometimes occurred with the automatic down-change and the fact that the driver could not choose the moment at which the down-change would take place when the engine was serving as a brake. Herr Troesch has had a wide experience with a six-seater car fitted with the Chrysler Fluidmatic drive—a semi-automatic transmission with a fluid flywheel, a dry single-plate clutch, and two lower and two higher gear ratios with automatic changing between the pairs. Because of the high power-to-weight ratio of cars fitted with this transmission, the upper pair of gears was sufficient for all except very steep pass driving.

One disadvantage of this transmission is that it gives braking torque on only fourth and second gears, as third gear is automatically changed to fourth (or top) when the throttle is closed to provide engine braking. The author considered that with this type of transmission second gear was appropriate for pass driving when the car was fully laden, while with only two or three passengers top gear, with occasional application of the foot brake, was sufficient without causing brake fade; but Herr Troesch preferred a system that would provide engine braking in all of the three upper ratios.

Synchromesh Economy

With torque converters, as distinct from fluid couplings, comparative tests under Alpine conditions with similar cars and at similar average speeds showed an increase in fuel consumption of about 12 per cent above that obtained with a synchromesh transmission, and this corresponded with the increase in engine capacity. (American manufacturers usually increase the power output of models fitted with automatic transmissions.) Other comparative tests performed in Switzerland with synchromesh and automatic transmissions showed an increase in fuel consumption of around 2 per cent for level main road driving, while for town work a 20 per cent increase was recorded. The results obtained with ten different types of automatic transmissions showed on average an increase of 12 to 15 per cent on pass driving.

Having discussed engine and transmission requirements, the author next dealt with the very important question of brakes, and stated that most braking systems fitted to cars

gave satisfactory service in lowlands, but in Alpine operation this was not so, and experience had shown that brakes were generally the weakest point when modern automobiles were driven in the Alps. Brake fade on passes occurs much more often than is generally known. In pre-war designs fade was not so often encountered, the trouble now being caused by the larger section, smaller diameter tyres, smaller diameter brake drums, and less access to cooling air because of modern styling trends. The resultant overheating causes evaporation of brake fluid and reduction of friction between lining and drum.

Brake *fluid* fade is dangerous because it happens suddenly and means a total loss of braking. This total brake loss may happen on down grades, but frequently it is also experienced after long ascents—usually on cars with combined master cylinders and brake fluid reservoirs, particularly if they are in the vicinity of the exhaust pipe. Under conditions of low gear climbing with the wind behind the car partial evaporation of the brake fluid because of overheating may occur. In most cases this trouble can be cured with the use of high-evaporation-point brake fluid, and the author suggested that all cars delivered in Europe should be provided with this type of fluid.

Brake *lining* fade may be less dangerous, because it does not always occur totally but often increases progressively, and is usually preceded by a somewhat pungent smell. However, in the author's opinion, it was a very serious fault and should be remedied as much as possible.

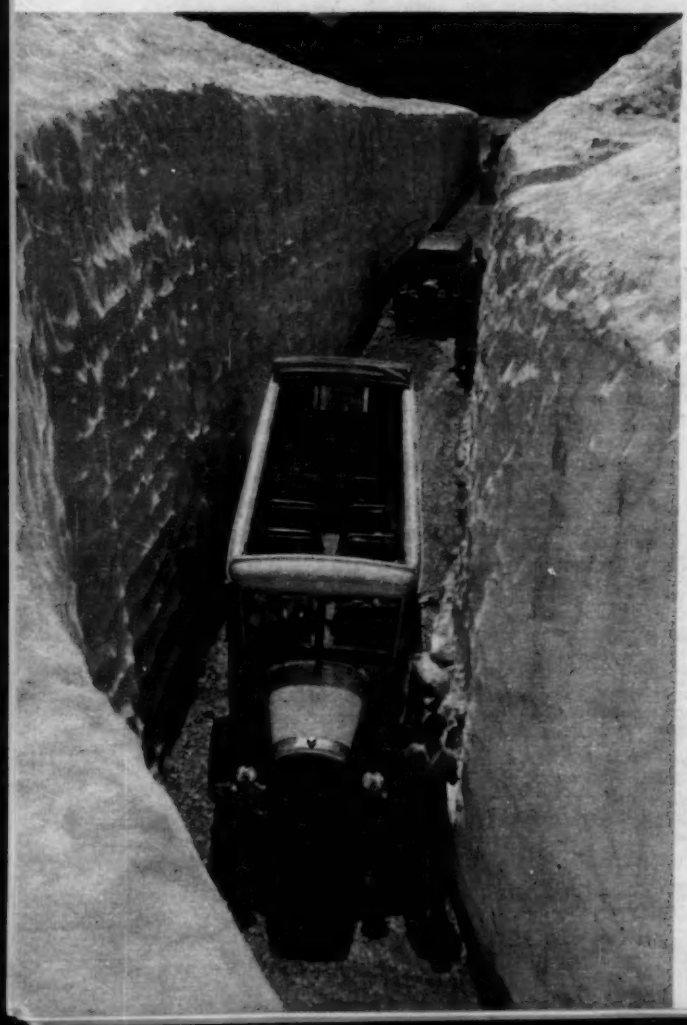
Another type of brake failure is momentary fade, followed by rapid recovery, and this condition is also very serious owing to the frightening effect on the driver. Herr Troesch emphasized the seriousness of the brake fade problem by stating that in Switzerland alone just over a million vehicles entered the country during the first nine months of 1953. Most of the drivers were making their first visit to the Alps, and it was quite understandable that a driver might easily be terrified if he discovered that his brakes had suddenly failed. The author stated that cars built in the Alpine area rarely showed tendencies of brake fade provided that they were properly maintained.

In discussing some of his personal experiences with Alpine driving before 1939, the author said that he drove cars down passes in top gear to determine braking efficiency, but on one occasion this practice was modified, as Dr. Porsche wanted an experimental car to be driven down the Katschberg Pass in neutral. This was the only time before the war that really serious brake fading was experienced. With post-war cars, however, the fade problem was more serious. Last year a high-powered saloon car with torque converter drive was driven down the western side of the Klausenpass in the normal Drive range, and after some six miles of down grade at speeds between 19 and 25 m.p.h. momentary fade was experienced. Tests showed that after applying the brakes hard for two to three seconds retardation would build again slowly. Further descent was made in Low range. It was felt that for Alpine driving an hydraulic torque converter transmission should be fitted with a device that would increase the braking torque as smoothly as it increased the driving torque, if possible without making use of additional Low range; also normal brakes should be improved.

A second car of European manufacture with a four-speed

PERFORMANCE ON ALPINE PASSES . . . . continued

A single-track road through very deep snow.



synchromesh gear box was driven down the northern side of the Brünigpas towards Lucerne. After a descent of just over two miles in top gear momentary fade was experienced. The author appreciated that "people do not drive this way," and agreed that perhaps they should not, but he also stated that experience had shown that even professional chauffeurs did not, in some cases, spare their brakes, because they had no idea of the strain imposed on them by Alpine passes.

These examples were quoted to show that modern braking systems are seriously in need of improvement, and Herr Troesch suggested that systematic investigation on Alpine passes would be useful to find out the influence of air stream and brake cooling together with investigation of brake lining and drum problems. He also suggested that the effect of copper silver alloy treatment on brake linings should be investigated. It was thought that disc brakes would solve the problem of lining fade, but at the moment these components are costly and they mignt also introduce other problems.

Important Visibility

An important requirement for driving under difficult pass conditions is good all-round visibility. The Italian influence on body styling, with low bonnet height and wing lines that can be clearly seen, assists pass driving considerably. It was thought that the windscreen pillars on most cars still caused too much obstruction, and Herr Troesch suggested that in no case should the screen pillar width be more than 2½in. Windscreen wipers should be arranged so that their arcs of movement overlapped to form a single clear area and prevent the formation of an unwiped triangular area in the centre of the screen. Rear vision in cars has been considerably improved by the use of very large rear windows. This feature was also very useful as it permitted the driver of a following car to observe traffic ahead of the car in front of him.

Concluding, Herr Troesch said that there was no doubt that the Alps could provide an excellent testing ground for motor vehicles, and in his experience the three items which required the most urgent attention were brakes, power-to-weight ratio, and cooling.

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Although the batteries of ingenious test machines that fill the Dunlop Test Houses provide information quickly about the quality of every-day production, particularly as regards the performance of the tyre casings, there is as yet no real substitute for road testing in finding out the true worth of a tyre. The company has a fleet of test vehicles of every possible type with a team of experienced drivers who spend their whole time testing tyres under all conditions.

TRACK AND ROAD

A good deal of the test work, carried out on cars carrying delicate scientific measuring and recording equipment, takes place on tracks. But much more consists simply of plain hard driving on the roads. Five of the drivers have each notched more than 1,170,000 miles in twenty-five years. Cars driven on a shift basis by different drivers, sometimes record as much as 3,500 miles a week. Test coaches can average 40,000 miles a year.

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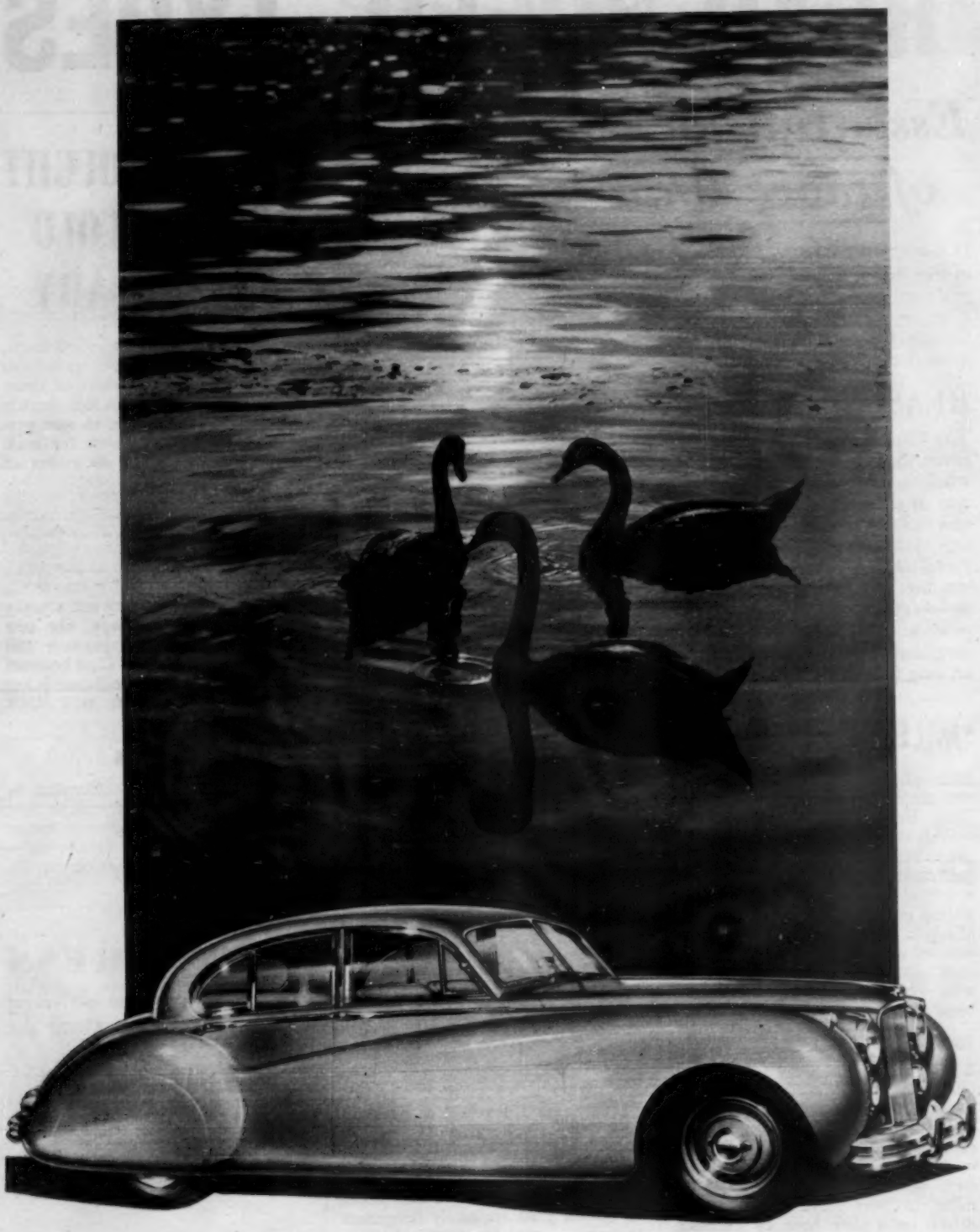

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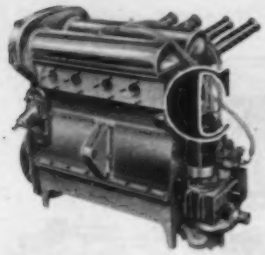
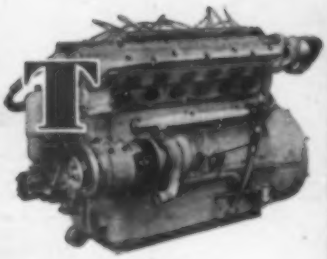


CONTRAST in design



TWO INTERESTING COMPETITION ENGINES : FORMULA 1 ALTA AND FORMULA 2 MASERATI

IT is often noticeable that the designers of racing cars have widely differing views as to the best method to be employed in tackling what is, after all, the same basic problem in every case. Even in one country this divergence may be noticed; but it is, perhaps, more marked when a comparison is made between the products of different nations, even within the comparatively cramped confines of Western Europe.

Two interesting power units which display this tendency to the full are the new Grand Prix Alta formula 1 engine and the formula 2 Maserati unit on which the corresponding formula 1 engine has been based by the Italian concern. To start with, the Alta engine is a four-cylinder while the Maserati is a six; this in itself is not of great moment, but a close survey of the methods of construction employed reveals interesting fundamental variations in the basic designs.

In both cases, hemispherical combustion chambers form a *sine qua non*, while the inclined valves (two per cylinder) are operated by twin overhead camshafts. But the Alta drives its camshafts by a chain, whereas the Maserati employs a train of gears; the Alta has a single ignition system with one plug per cylinder, the Maserati doubling these units; and the Alta uses fuel injection as against the multiple carburettor installation on the Italian machine.

The fact that the crankcases of both engines are of light alloy can occasion no surprise in view of the importance of weight reduction in the sphere of competition cars. But then comes one of the most important differences of outlook, which results in the following variation in design: The Maserati has what may be termed a conventional combined cylinder block and crankcase, in which separate cast-iron sleeves are inserted to form the cylinder bores, while inverted separate bearing caps retain the crankshaft in the main bearings and a flat sump closes the crankcase bottom. The cylinder head is retained by studs screwed into bosses cast under the upper face of the cylinder block and ribbed for stiffness.

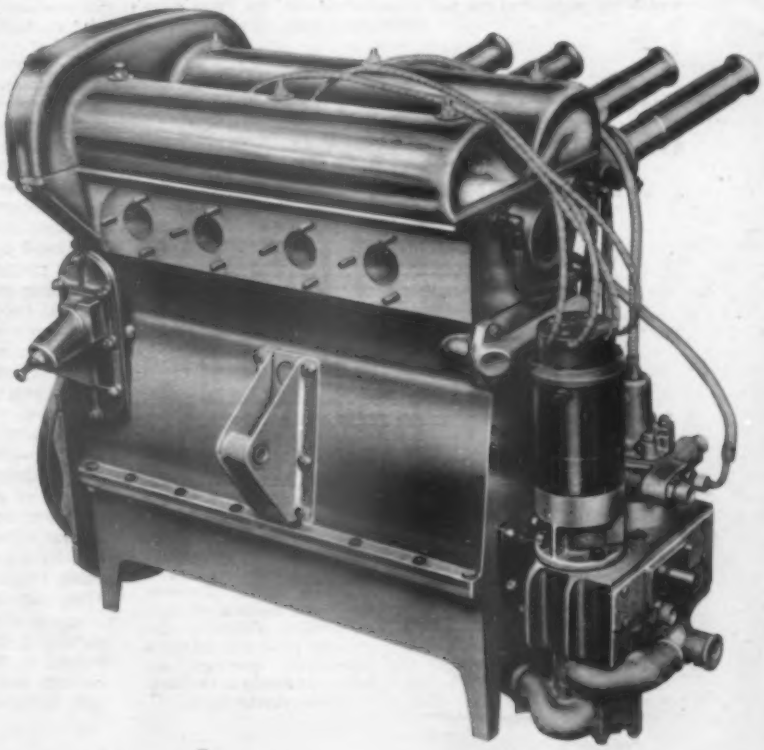
The Alta, on the other hand, employs a novel and interesting form of construction; the crankcase is split horizontally across the crankshaft centre-line, the bearing caps being formed integrally with the lower half. A complete cast-iron cylinder block is recessed into the upper half of the crankcase, and the long main bearing studs are anchored in this block at their upper ends, extending right down through the lower half to external recessed nuts at the bottom of the engine. The light alloy cylinder head is then secured to the crankcase by further long studs which pass completely through the cast-iron block and sandwich it solidly; therefore both the head and the crankshaft bearing housings may be regarded as being primarily bolted together through the medium of the cast-iron block. The external walls and internal ribbing of the crankcase add to the stiffness of the bearing housings and the complete unit, but play no part in resisting the explosion stresses.

There are, of course, many other minor points in which the two designs differ, but the above are the most interesting and fundamental. From this point, it will be more convenient and make for clarity if the two units are treated separately and described in greater detail; the reader may then make his own comparisons between the two.

The Formula 1 Alta Engine

As already stated, this engine is a four-cylinder unit of approximately 2½-litre capacity, to comply with the requirements of the 1954 Grand Prix formula 1. Geoffrey Taylor (the presiding genius of the Alta concern) produced a design for a V-eight unit, which was described in *The Autocar* of December 26, 1952, but this was not proceeded with, the new four taking its place. Among the reasons for this change of plan were the considerations of the production cost of the more complex unit and its more complicated servicing requirements between races; the latter point is a very vital one in these days of crowded seasons and limited resources.

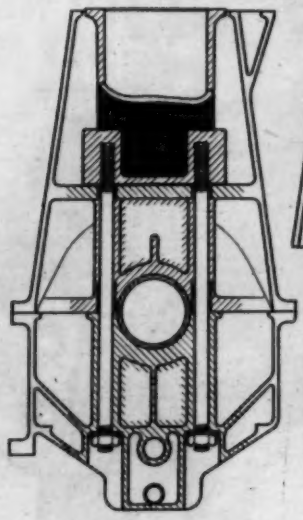
The crankcase of the new engine is in two parts, the

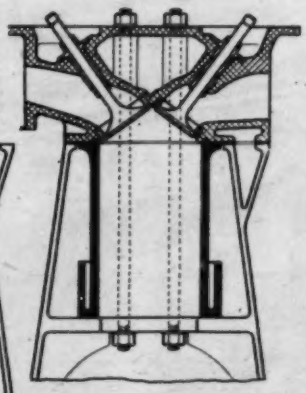


The clean design of the 2½-litre Alta engine is well shown in this view of the exhaust side with the manifold removed. On the front of the engine is the auxiliary drive box ; the engine mounting and (at the rear) the timing chain adjustment are clearly visible.

Most of the salient features of the new Alta unit can be seen in this cutaway view. In particular, the clean inlet porting (together with the position of the fuel injection nozzle), the chain drive to the overhead camshafts, and the mounting of the fuel injection distribution pump on the rear of the inlet camshaft, are readily apparent.

CONTRAST IN DESIGN . . . . . continued





These two cross sections of the Alta engine illustrate the novel method of construction whereby the cylinder head and the main crankshaft bearings are both tied firmly to the cast-iron cylinder block.

upper half being in aluminium alloy, while the lower (with which are incorporated the bearing caps) is cast in magnesium alloy. The bores are formed directly in the cast-iron cylinder block which is recessed into the upper half of the crankcase, the surrounding space forming an ample water passage. The aluminium alloy cylinder head is bolted down to the top half of the crankcase by 28 studs; the head actually seats principally on the cast-iron block, Wills pressure rings forming the gasproof joints; the surrounding rubber and asbestos composition gasket which is nipped between the head and the crankcase upper face is essentially only a water seal. The water circulation has been the subject of much experiment, and is interesting; water is fed from the bottom of the radiator via the water pump into a separate gallery cast into the side of the upper crankcase. This communicates only with a similar gallery in the head, and the water is made to travel along this, the exhaust side of the head (round the exhaust ports) to the back, whence it returns over the combustion chambers to the outlet at the front. No direct circulation is applied to the water surrounding the bores, which is virtually stagnant.

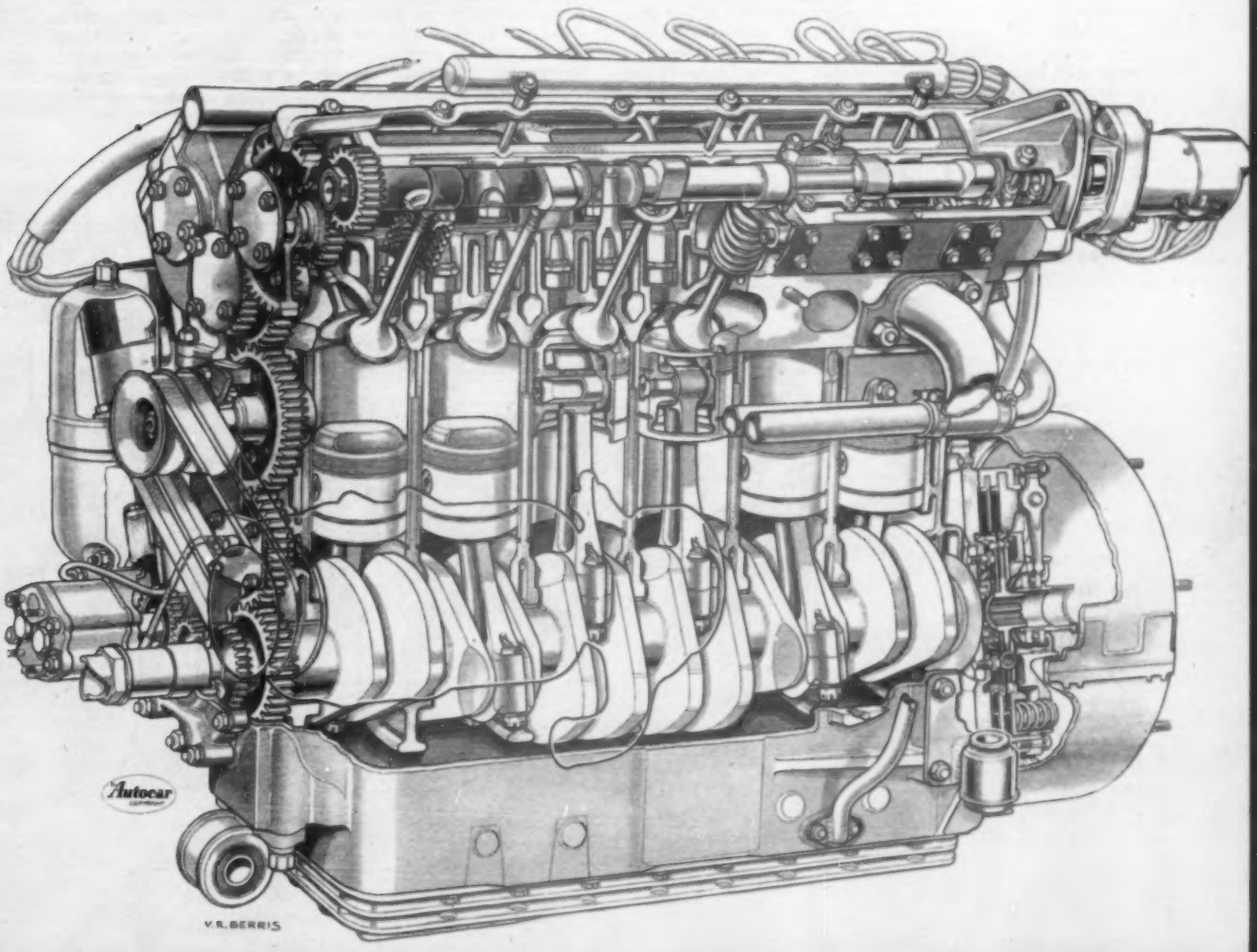
The valves are set at an included angle of 72 degrees, equally disposed around the vertical centre-line; the inlet valve heads are 2in diameter, those of the exhaust valves 1¾in, and inserted aluminium-bronze valve seats are used. The valves are operated by twin overhead camshafts, each carried in three split separate cast aluminium-alloy bearings bolted to the upper face of the head; high tensile steel rockers are interposed between cams and valves to avoid side thrust on the valve stems. Adjustment of clearances is

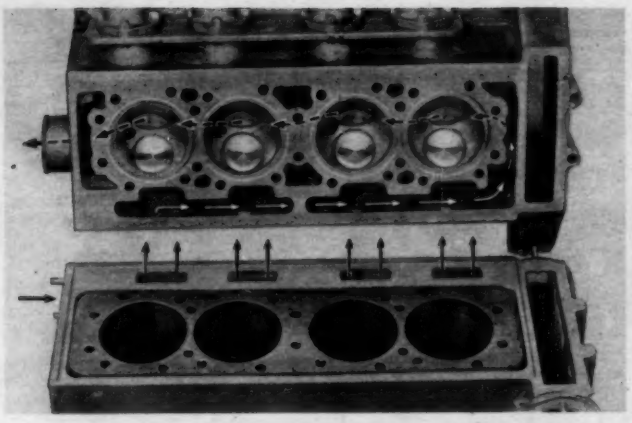
A good view of the left, or exhaust, side of the 2-litre Maserati engine with exhaust manifold removed. This is the version fitted to the sports car, and includes a dynamo in the water pump drive.

by grinding small thimbles placed on the valve stems. The valve stems are chromium-plated to permit very small clearances to be used between them and the cast-iron valve guides. Double-coil valve springs are used.

The robust crankshaft is a one-piece Nitralloy forging, fully counterbalanced and machined all over, which runs in three Vandervell thin-wall copper-lead main bearings. Oil is pressure-fed through cast-in galleries to all the main bearings, drillings in the crankshaft feeding the big-end and also the centre main bearings. The camshafts are driven by a single long duplex roller chain from the rear of the crankshaft, two jockey sprockets being interposed to improve the run of the chain; one of those is externally movable to provide for chain adjustment. The steel flywheel is keyed to the tapered rear end of the shaft and retained by a large nut. The H-section connecting rods are drop-forged from nickel-chrome-molybdenum steel, carrying Vandervell thin-wall copper-lead big-end bearings and bronze small-end bushes. The aluminium-alloy Hepolite pistons each carry two compression rings and one scraper, and the gudgeon pins are retained in the pistons by wire-type circlips. The compression ratio is 12 to 1. The bore and stroke are 93.5 and 90 mm respectively (2,470 c.c.), the bore-stroke ratio being 1 to 0.962.

The cutaway view of the Maserati unit illustrates many points of difference between this and the Alta. The camshafts are gear driven at the front of the engine; the crankshaft is carried in seven main bearings (one between each pair of cylinders and one at each end), and the engine mountings are placed low down at each end of the unit.





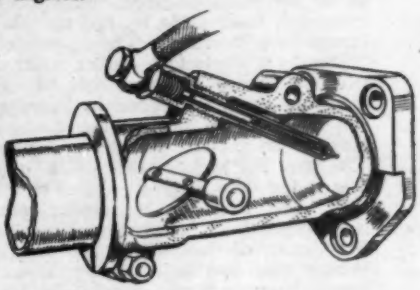
The water circulation of the Alta engine ; into a gallery in the crankcase, up into the cylinder head and along round the exhaust ports, and thence back above the combustion chambers to the outlet at the front.

A separate cast magnesium-alloy casing mounted at the front of the crankcase contains two vertical auxiliary drive shafts, skew-gear driven from an extension of the crankshaft nose. The right-side shaft drives the Scintilla magneto at its upper end, and the pressure and scavenge oil pumps (dry sump lubrication being used) at its lower end; correspondingly, the left-side shaft deals with the fuel and water pumps. Both these shafts run at half engine speed, and the complete casing is detachable from the engine with all its auxiliaries, the whole forming an easily serviced unit.

The 14 mm sparking plugs are situated vertically on the longitudinal centre-line of the engine, approximately 1in forward of the combustion chamber centres. A one-piece magnesium-alloy camshaft cover is used, and provision has been made by shrouding to prevent the small stones that frequently lodge between the camshafts in the centre of such a cover from falling down the sparking plug holes when the plugs are removed.

Separate short inlet stub manifolds are fitted, each incorporating a butterfly throttle and fuel injection nozzle, while slightly bell-mouthed extension "ram pipes" bring the inlet tracts up to their optimum length for the required engine characteristics. The fuel injection system is the S.U., the distribution pump being driven from the rear of the inlet camshaft. Each nozzle projects well into the inlet port, and terminates in an internally conical seating; a small spring-loaded valve within this nozzle is lifted off the seating by the injection stroke, and the fuel spray in the port is almost infinitely variable, depending on the angle and depth of seating employed.

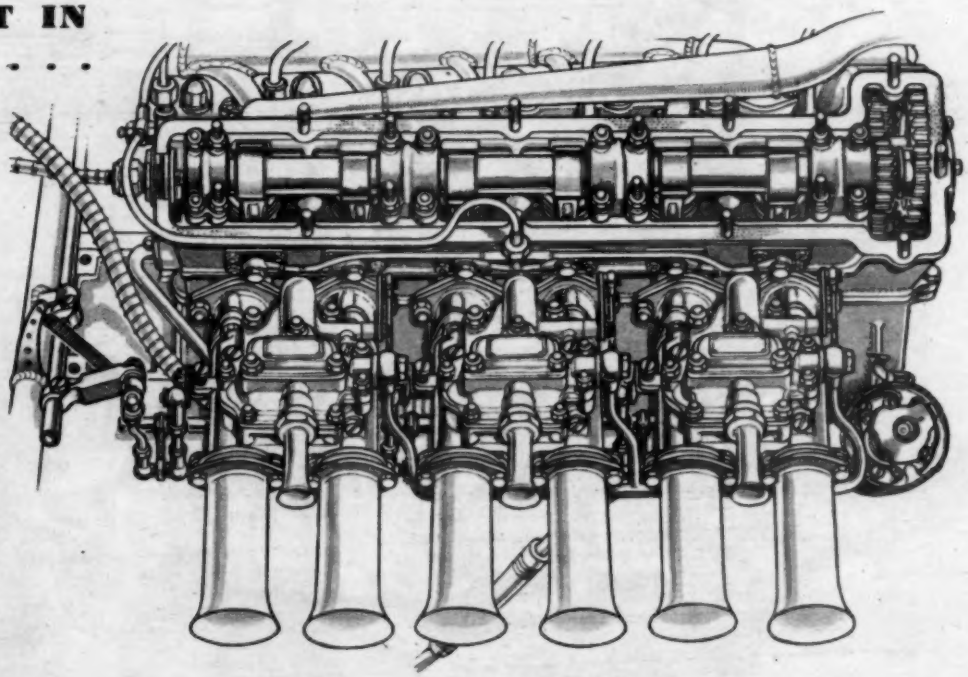
The valve timing of the new engine is remarkable for the extremely long inlet open period—314 degrees of crankshaft rotation—and the considerable overlap between inlet and exhaust valve opening and closing at the top of the exhaust stroke, amounting to 91 degrees. The period of fuel injection is timed to commence 30 degrees before top dead centre and extend for 180 degrees.



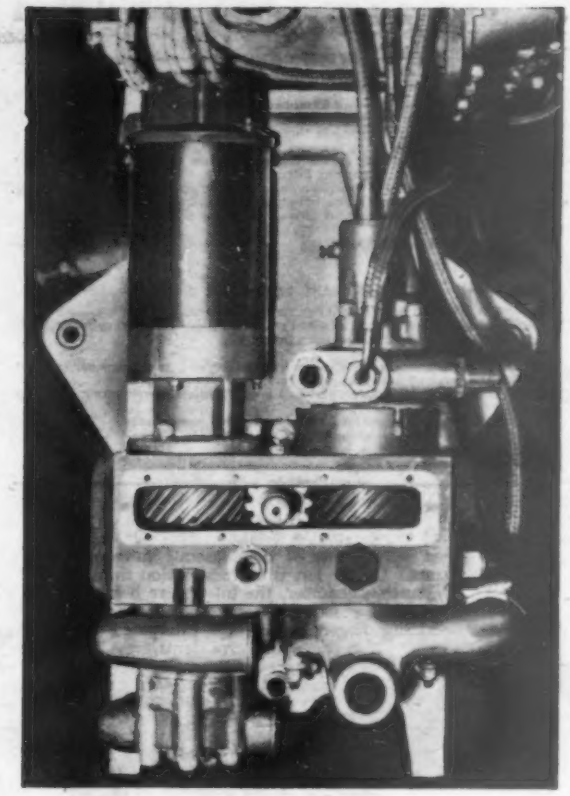
One of the four stub inlet manifolds of the Alta unit. This includes a butterfly throttle, and the fuel injection nozzle, in the nose of which can be seen the spring-loaded conically seated valve.

The engine is designed to be mounted in the chassis frame at two main points, one on each side midway down the crankshaft; a third mounting is naturally required at either the rear of the flywheel bell housing or the rear of the gear box, depending on whether or not the latter component is mounted in unit with the engine. In the new Grand Prix Connaught, for example, which is the first car in which this power unit has been installed, a separate preselector gear box is used, the third engine mounting being therefore on the small bell housing.

CONTRAST IN DESIGN . . . . continued



The Maserati unit is fitted with three double-choke Weber carburettors, each of which is in effect two separate instruments with a common float chamber. Extension pipes are fitted to the air intakes to provide the optimum gas flow characteristics—a modified ram effect.



This view from the front of the Alta shows in detail the auxiliary drive box and the gearing therein. On the left are the Scintilla Vertex magneto and (beneath) the pressure and scavenge oil pumps, and on the right the mechanical fuel pump and the water pump.

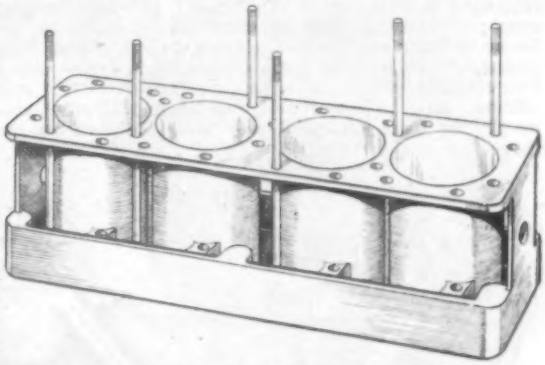
The latest version of the six-cylinder 2-litre Maserati power unit is that which was fitted to the formula 2 Grand Prix cars last season, and also—in slightly detuned form—to the A6GCS-2000 sports cars which have put up some astonishing performances for their size in events during the last twelve months. On this engine has been based the new 2½-litre unit for this year's formula 1 races, but full details of this have yet to be released. It is, however, broadly similar in layout to its smaller predecessor, although sundry minor differences do naturally exist—for instance, both magnetos are now driven at the front of the engine from an auxiliary driving gear shaft, instead of one from there and the other from the rear of one camshaft, as was previously the case.

Seven-bearing Crankshaft

The bore and stroke of the 2-litre unit are 76.5 and 72 mm respectively, giving a capacity of 1,988 c.c. and a bore-stroke ratio of 1 to 0.94. The combined cylinder block and crankcase is cast in aluminium alloy, the bores being formed in inserted separate dry cast-iron cylinder liners which are pressed in from the top and retained by the cylinder head. The steel crankshaft is carried in seven main bearings (with individual caps), these being of the Vandervell thin-wall type; the shaft is fully counterbalanced and machined. The H-section connecting rods are forged from nickel-chrome steel, and carry Vandervell thin-wall big-end bearings and phosphor-bronze small-end bushes. The rear end of the crankshaft is flanged to take the steel flywheel, which is attached by a ring of small bolts

The pistons are die-cast in aluminium alloy and are of the solid-skirt pattern, while their domed crowns have substantial cutaways for valve clearance. Each piston carries three compression rings and one oil scraper above the gudgeon pin, together with a further oil control ring round the skirt; the gudgeon pins are retained by shaped stamped circlips with the additional precaution of small-end pads to guard against circlip failure.

The drive to the twin overhead camshafts is taken through a train of straight-toothed spur gears at the front end of the engine; each camshaft runs in four bearings in housings bolted to the light alloy cylinder head. The valves, two per cylinder, are inclined laterally at angles of 36 degrees from the vertical for the inlet and 41 degrees for the exhaust. Pivoted case-hardened steel fingers are interposed between cams and valves. Double coil valve springs are used. Two 14 mm sparking plugs per cylinder are fitted, situated vertically on the longitudinal centre-line, one in front and the other to the rear of each cylinder centre. These are



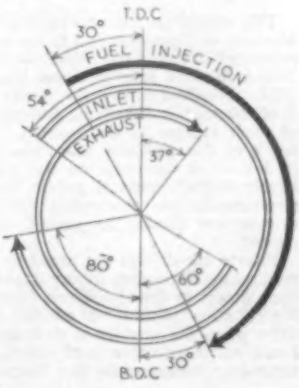
The separate cast-iron cylinder block of the Alta, which is contained within the top half of the light alloy crankcase. The cylinder head retaining studs pass right through the block and the flange beneath it.

fired by two Marelli magnetos (or, in the sports version of the engine which forms the subject of the accompanying illustrations, two Marelli coil ignition distributors), one driven from the rear of the exhaust camshaft, the other by skew gears from the scavenge pump driving shaft at the front right side of the engine.

The lubrication is by a pressure oil pump mounted inside the crankcase; the dry sump system is used, and the scavenge pump is external and driven by an additional gear train from the crankshaft nose. Both pumps are of the conventional gear pattern. The water pump, which is driven by twin V-belts and placed on the left side of the engine (on the back of the dynamo in the sports car version), feeds coolant simultaneously and in carefully planned proportions to ports on the left side of the cylinder block and (by a sinuous pipe of some considerable length) to six ports in the cylinder head directly above the exhaust valves. Similar ports above the inlet tracts are used to take off the water via a six-branch manifold and return it to the top of the radiator.

Carburation is by three double-choke Weber instruments,

The valve timing diagrams of the 2-litre Maserati (below) and of the 2½-litre Alta (right) make an interesting study; note the period of fuel injection in the latter engine.



D

CONTRAST IN DESIGN . . . . . continued

type 40DC03, giving the effect of one carburettor per cylinder; a mechanical fuel pump is fitted to the engine in its racing form.

Three engine mountings are provided, one at the front and two at the rear, all low down and well below the centre of gravity. For power transmission, a dry twin-plate clutch is used, and the gear box is mounted in unit with the engine.

The whole engine is beautifully finished in the usual Italian fashion. Considered together, the Alta and Maserati power units make an absorbing study, representing fairly as they do the four- and six-cylinder schools of thought. When, in addition, comparison is made with the V-eight Coventry Climax formula 1 engine (described and illustrated in *The Autocar* of August 7, 1953), yet another approach is seen, while the reported adoption by the Mercedes-Benz engineers of a straight-eight engine lying horizontally on its side in the chassis of their new Grand Prix car adds further variety to the scene. No doubt each scheme has its pros and cons; but which will prove ultimately the most successful only actual competition can show.

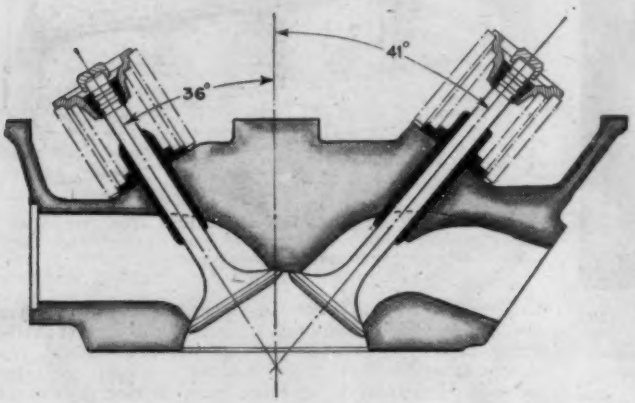
SPECIFICATIONS

ALTA FORMULA 1

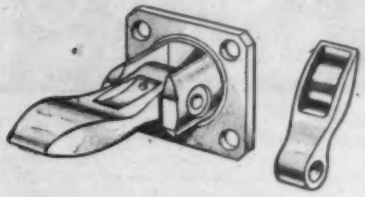
Four cylinders, 93.5 mm bore and 90 mm stroke : 2,470 c.c.
Light alloy crankcase in two parts ; inserted cast iron cylinder block.
Nitralloy steel crankshaft running in three main bearings.
Light alloy cylinder head.
Twin overhead camshafts, chain driven at rear of engine ; two valves per cylinder, operated through pivoted rocking fingers.
Compression ratio 12 to 1 ; approximate power output 240 b.h.p. at 6,400 r.p.m.
Ignition by Scintilla magneto ; one 14 mm plug per cylinder.
S.U. fuel injection system (metered delivery into inlet ports).
Dry sump lubrication.
Dry weight approximately 340 lb.

MASERATI FORMULA 2

Six cylinders, 76.5 mm bore and 72 mm stroke: 1,988 c.c.
Light alloy combined cylinder block and crankcase ; dry cast iron cylinder liners.
Steel crankshaft running in seven main bearings.
Light alloy cylinder head.
Twin overhead camshafts, gear driven at front of engine ; two valves per cylinder operated through pivoted rocking fingers.
Compression ratio approximately 12.5 to 1 ; approximate power output 195 b.h.p at 7,100 r.p.m.
Ignition by two Marelli magnetos ; two 14 mm plugs per cylinder.
Three double-choke Weber carburettors, type 40DCO3.
Dry sump lubrication.
Dry weight approximately 325 lb.



Two detail views of the Maserati valve arrangements. On the left is a cross-section through the combustion chamber, the inlet valve being on the left ; below can be seen one of the pivoted operating fingers which are interposed between cams and valve stems.



MEDICAL STANDARDS FOR TRANSPORT DRIVERS

FOLLOWING a request for advice on the suitability of diabetics to drive vehicles, the Occupational Health Committee of the British Medical Association appointed a sub-committee with the following terms of reference: to examine, in the interests of public safety, the medical standards required for drivers and others concerned with the operation of all road, rail, and air transport, and to make recommendations.

Published Findings

This committee has now reported to the Ministry of Transport and its findings are recounted in full in the Supplement to the *British Medical Journal* dated March 27, 1954. Needless to say, the report in full is of the slightly horrifying variety, as are all such reports to the layman. As a result of this probably wise maintenance of a state of ignorance on the part of a largely hypochondriacal public, only the recommendations concerning private car drivers and driving in general need be quoted.

Private car drivers are urged to seek a medical opinion when in any doubt about their fitness to drive; sufferers from aortic regurgitation should be advised not to drive when the severity of their condition could endanger other road users. The committee recommends that Question 15 on Form D.L.1 be amended to include a specific reference to "blackout," *petit mal* (a mild form of epilepsy), and diabetes, and to cover past as well as present disabilities.

Other recommendations are that a medical certificate of fitness to drive should be a routine requirement before a suspended licence is restored; that where the uncorrected vision of a public service vehicle driver is less than a certain standard (quoted) he should carry a spare pair of spectacles, particularly on long-distance driving; that a British Standard be prepared for traffic light colours, with consideration given to green light containing a strong blue component.

If a deaf person wishes to drive, both training and testing should be given by deaf drivers of experience. The committee also recommends that no person who is subject to any type of epileptic fit should be allowed to drive and that it should be possible to obtain a neurologist's opinion after accidents where a sufficiently strong suspicion of epilepsy exists; that persons suffering from diabetes and receiving insulin injections should not be accepted for driving passenger or heavy goods vehicles in the first instance and when trained and experienced drivers develop diabetes which is treated with insulin, each case should be treated on its merits. Diabetics wishing to drive require careful individual consideration and should be kept under periodic medical review.

Finally, attention is drawn to the possibilities of danger arising owing to fatigue occurring in Continental holiday bus drivers who may drive for abnormally long hours and the committee recommends that the views of the Medical Research Council be sought on the advisability of increased research into the personal factors responsible for accidents on the road.

BOOKS RECEIVED

The Caravan Manual, published by Caravan Publications, Ltd., Link House, Store Street, London, W.C.1. Price 9s 6d.

A caravan, unlike its towing vehicle, is not a complicated piece of machinery, but in its use and enjoyment to the full there is a lot to be learnt. Much of this can be got only from experience, but a good reference manual can be instructive.

In this class is *The Caravan Manual*, first published in 1938 and now appearing in its sixth edition. All aspects of caravanning are discussed; from the first selection of a suitable van to its behaviour while on tow and its use on a site. Some of the information borders on the academic, but there is much which is invaluable to the owner.

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When you ask for your brakes to be re-lined with genuine Ferodo *Anti-Fade* Brake Linings, this orange and black label will be tied to the steering wheel of your car after final testing. If it's not, do please ask your garage why. It's well worth your while making quite sure your brakes have been re-lined with Ferodo, because the safety of your passengers—and yourself—may depend on it. For instance, if brake drums become too hot, some linings will 'fade' or become less efficient—and that can be fatal in an emergency! So always ask for—and see that you get—Ferodo the Anti-Fade Brake Linings that give you safer, more reliable braking and greater driving control.

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ANTI-FADE BRAKE LININGS

Ford ZEPHYR, driven by Mr. T. C. Harrison, on the Darnbrook Hill test in the Pennines.

Mr. R. N. Richards takes Traveller's Rest Hill (Ulpha-Duddon Valley, Lake District), in the New Ford Anglia.

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Premier Saloon Award and 1,601—2,600 cc. class *1st—Ford Zephyr-6 fitted with Goodyear Tyres *(Driver T. C. Harrison)*

1,001—1,300 cc. class *1st—New Ford Anglia fitted with Goodyear Tyres *(Driver R. N. Richards)*

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STILL FURTHER PROOF of Goodyear leadership! Chosen by Messrs. Harrison and Richards for their winning Ford models, Goodyear tyres proved themselves tougher and safer! Their sure, relentless grip helped the drivers to negotiate fast turns and slippery mountainous sections with far greater confidence. And the condition of the tyres at the end of the Rally showed that they can take more grinding, jolting punishment than *you're* likely to give them.

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Such pleasant places as Modbury, in South Devon, will soon become the hunting grounds of Easter-free motorists.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

Geared Up

Facts About Overdrive

[65531.]—In his comments on current interest in overdrive Mr. W. H. Clarke [65486] has apparently failed to appreciate the particular features of the British overdrive to which he presumably refers.

It is incorrect to say that "manufacturers have geared their engines incorrectly"; it may be said that some compromise in the final ratio has been desirable in order to provide top-gear flexibility and so avoid the frequent gear changes which would be necessary with a high-geared car.

There is, of course, nothing new in over-gearing and no "magic in overdrive," but there is something unique in the ability to engage or disengage an overdrive under full torque or not, as required, merely by flicking a switch or lever. The particular overdrive now referred to can be operated equally well electrically or mechanically (Mr. Clarke's objection to the electrical operation is, therefore, satisfied).

The Laycock-de Normanville overdrive provides all the known advantages of a geared-up top, without the consequent disadvantages of gear changing necessary to the type of transmission suggested by Mr. Clarke. This consideration is important to the average motorist, who dislikes using gear lever and clutch pedal. This particular overdrive has been extremely well received in America where automatic gear changing has become almost universal, and where a semi-automatic overdrive has been established for a number of years.

I would suggest to Mr. Clarke, if he has not already done so, that he should experience the effectiveness of the Laycock-de Normanville overdrive, as applied to an increasing number of British cars.

E. J. POWER,
Sales Manager, Motor Components Division,
Laycock Engineering, Ltd.

Millhouses, Sheffield, 8.

Radiator Blinds

The Many-jointed Venetian Variety

[65532.]—In letter [65392] Mr. B. J. Whitehead expresses his opinion on radiator blinds. A very useful accessory, he rightly says, simple and efficient but for the possibility of his forgetting the regulating chain and the rapidly rising water temperature and boiling radiator that would result. Eventually he wants to perfect it with automatic and thermostatic control—an enticing idea and a very old one, too.

The roller blind is difficult in this respect, but the Venetian type has been used for the purpose many times. Buick—and perhaps Oldsmobile—did it in 1931 with a vertical Venetian blind in front of the radiator block—and the outward appearance of an M.G. grille—which was operated by means of a thermostat in the header tank. It worked well on new cars, but the resistance caused by wear and rust in the multitudinous joints soon exceeded the moving force of the thermostat and the automatic radiator blind, in a couple of years, was transformed into an ordinary but very noisy radiator grille.

In later years, after the last war, a Swedish accessory firm manufactured a similar device, but with horizontal slats and

CORRESPONDENCE . . . . . continued

the operating thermostat fitted in a by-pass from the radiator hose. I sometimes drove a car thus equipped and the result was very good for a few months, but then the thermostat failed. A new one was fitted at the manufacturer's expense and that lasted a few weeks. Then the owner substituted the automatic gadget with an ordinary roller blind.

However, I don't think it impossible to make such a device that works and lasts. Light metals and self-lubricating bushes, together with proper design and careful workmanship in manufacture and assembly, will surely do that. But I think the resulting price will be far above what motorists will pay.

Mr. Whitehead's other idea—a warning light on the facia, controlled by a thermocouple in the radiator—is simpler and will be both cheaper and more reliable and will do all that is needed, too. The little trouble of raising and lowering the roller blind is easily performed and surely will repay the owner over and over again in longer engine life. G. BERG.

Malmslätt, Sweden.

[Thermostatically-controlled shutters were used on Rolls-Royce cars, for example, for many years.—ED.]

A Case of Wasted Effort

[65533.]—Mr. J. D. Powell [65493] contends that a radiator blind is superfluous when thermostat and water pump are fitted, but I would suggest that he has overlooked at least two points which affect his pocket!

Take the case of two identical cars running with the air temperature at about 40 deg F (not at all uncommon at this time of year), one car having a blind fitted and the other without blind. The car with the blind can run indefinitely with 90 per cent of its radiator shielded without overheating, its thermostat at more or less fully open position and with warm water re-entering its engine. The car without a blind has its thermostat almost fully closed all the time yet, in spite of this, water at 40 deg F re-enters the engine. This latter car's owner uses petrol to reheat this water to 172 deg F and, which is perhaps more costly, also uses petrol to turn the water pump against the restrictive action of the thermostat.

To what extent the car fitted with a blind scores over the car not so fitted cannot easily be ascertained, but I am satisfied that cold weather performance and m.p.g. are both improved.

Colne, Lancashire. J. R. FISHER.

Thermostatic Shortcomings

[65534.]—I would like to comment on Mr. J. D. Powell's letter [65493] of March 12 on the question of radiator blinds as additional methods of blanking off the radiator, because in theory only are his statements correct. There are, however, conditions which a thermostat cannot control and a very important one is the unwanted cooling of the radiator and block during the warming-up period. Tests have shown that a 25 per cent wastage occurs in the first six or seven miles with an uncovered radiator, so that, where a number of short journeys is made, the *overall* effect on m.p.g. can reach this figure (or even exceed it on journeys of less than six miles).

It must always be realized that, as soon as an engine idles such as in slowing down or descending a hill, heat is immediately wasted through overcooling; the thermostat cannot react quickly enough, so that the smaller the exposed radiator area the better. Again, during a stop of only short duration, say ten minutes, as much heat as possible should be conserved as it will only have to be made good again at the expense of fuel when the engine is re-started.

Another aspect from a mechanical point of view is that it is better to have a good flow of warm water through the cylinder head than a restricted flow of nearly cold water; in the latter case some parts of the head can be starved of water, causing local overheating.

Perhaps I should add that I am not interested in the manufacture of radiator blinds or muffs. V. H. TUSON.

Chipstead, Surrey.

Red Flag

Memory versus Facts

[65535.]—Mr. J. W. Norris [65487] suggests that Mr. St. John C. Nixon [65391] is perhaps a bit too dogmatic, but the latter was only quoting the law, as Mr. Norris can easily check by referring to his lawyer or, perhaps, a public library.

In the Locomotives Act, 1865 (28 and 29 Vict. c.83), he will find the introduction of the red flag, to be carried by a man on foot, 60 yards ahead of the locomotive; in the Highways and Locomotives Amendment Act, 1878 (41 and 42 Vict. c.77), he will find the red flag abolished, and the distance of the attendant reduced to 20 yards. The Locomotives on Highways Act, 1896, amended the 1878 Act in respect of light locomotives (under 3 tons), abolishing the man in front and setting a maximum speed of 14 m.p.h.

The Local Government Board, in Statutory Rules and Orders, 1896, No. 952, set the maximum speed at 12 m.p.h. for light locomotives of up to 1½ tons in weight.

I, too, can remember the red flag in attendance on a steam roller, although I was not born until the latter end of 1895. But I do not think it could have been classed as a light locomotive.

Memory is a treacherous ally, especially after a lapse of 50-60 years. Mr. Norris implies that he saw a White steam car with an attendant red flag in about 1895. At that time I doubt whether it was even a twinkle in its inventor's brain, for the White Sewing Machine Company, of Cleveland, did not produce their first car until 1900-01. The first famous American steamer, the Stanley, made its appearance, however, in September, 1897, although I can find no record of any importation into this country for several years afterwards.

London, N.6. JAMES ROWATT, Sqn. Ldr. (Retd.).

"Feline Road Sense"

An Aquiline Perch

[65536.]—The Scribe, in *The Autocar* of March 5, wonders if a cat can be schooled to car travel. Yes, it has been done successfully, as the following record shows.

Until recently I had a very ordinary female tabby cat whose joy it was to accompany me each evening in the car when taking my letters to the post. She was always waiting by the car as I came out of the house with the letters. When I opened the car door she would leap in ahead of me and settle down on the passenger seat, later developing a preference for the lid of the Rover's glove locker which, when let down horizontally, provided a fine close-up viewpoint.

Perched erect up there, with her nose sometimes touching the windscreen, Tiddles kept a keen look-out. The brightly lit houses on each side of the road attracted her close attention. with head turning quickly from one side to the other, she looked at them with large, green eyes which became even brighter in the light of oncoming head lamps.

When we reached the pillar box and I left the car to post the letters, she remained seated on her eyrie, front paws on the beading below the windscreen, gazing intently ahead. Most evidently the whole experience was a source of great satisfaction to my feline friend—of seven years.

Alas, a day came when I did not make my customary evening run. Tiddles, no doubt disappointed by the absence of the car, decided to "go places" alone. She never returned. Her loss was a real grief to a cat-lover of over 60 years. Though every possible search was made and a reward offered for the missing cat, nothing was ever heard of her. It is feared that she may have been lured away by one of those miscreants who make a practice of stealing cats—for their fur value.

Ashtead, Surrey. G. SHAW SCOTT.

"Off the Peg"

Fair to Both Parties

[65537.]—May I thank R. M. C. for his most interesting article, "One Off the Peg" (*The Autocar*, March 12)? The article, printed in a small booklet, would pay dividends to many prospective motorists. It is concise, extremely fair (to both parties) and very informative. This article was a joy to read.

Beeston, Nottinghamshire. N. BEARDSALL.

Long Forgotten

Perry Modifications

[65538.]—Perhaps Mr. W. Godley [65483] would be interested in my reminiscences of two of the cars whose names have "come to light."

In 1927, a friend (later to become my brother-in-law) and I bought a 1915 Perry for £7 10s. We modified it greatly, building a sports two-seater body on it with aero windscreens. A Chevrolet gear box replaced the old "crash" box and, later on, we fitted a helical cut bevel pinion and crown wheel in place of the straight cut type which made a noise like a tram (the old crown wheel, now gilded, adorns my lounge as a sun clock).

We spent many happy hours in this machine—and some not

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CORRESPONDENCE . . . . . continued

so happy—braving the elements for most of the time. We also learned the art of stopping relatively quickly with two-wheel brakes.

At about the same time my father added to the family stables a Windsor coupé. It looked like a small Rolls-Royce and was, I believe, designed and built by a former Rolls-Royce employee. We had nothing but trouble with this quite neat-looking little car in which one changed from third to top gear by pushing the gate change lever forwards. The last straw was when we had to cut the front cross member of the chassis and bolt it in place again in order to carry out a routine timing check.

After costing a lot of money the car was sold. Some years later it was seen again and the owner was flabbergasted at our story since he had done something like 100,000 miles and would not sell for worlds.

Perhaps some who are at present constantly in trouble with their cars may take heart from this story.

Mouldsworth, Cheshire. J. FARRAR HARDWICK.

"Spring Overhaul"

A Hose is Not Essential

[65539.]—I should like to make a suggestion for a minor addition to Michael Clayton's excellent article "Spring Overhaul" (*The Autocar*, March 12). The fact that an owner has not a hose available need not deter him from using one of those excellent grease-removing fluids, such as Gunk, on his engine. A gallon or two of water, applied by means of an ordinary watering can, will remove the cleanser and dirt perfectly well. Warming the water beforehand is a further refinement. The only disadvantage of this otherwise excellent method is the occasional ribald comment from a passer-by who seems to find the sight of an owner watering his engine somewhat incongruous.

Headington, Oxfordshire. R. D. LAST.

Mild Metal Polish for Plastics

[65540.]—Whilst re-reading the article "Spring Overhaul" in the issue of March 12 I noticed that the author, Michael Clayton, stated there is no satisfactory method of cleaning plastic facias, cappings and suchlike.

Most plastics can be cleaned and brought back to new condition by the use of the milder kinds of metal polish; Duraglit and Silvo are two kinds which I have used for this purpose. The resulting polish lasts very well, but both these polishes will mark leathercloth badly and excessive use on cellulose rapidly wears the paint away. It is best to remove the part to be cleaned or to protect nearby paint or upholstery.

Stroud, Gloucestershire. GERALD R. W. LEWIS.

Export Requirements

Reserve the Small Cars for the Home Market?

[65541.]—I should like to confirm the statements made by Mr. J. P. H. Werner [65432] and, since the export market is a very important section of British trade, I cannot help feeling that manufacturers are under a misapprehension as to the real need for the export market.

I suggest that British designers cannot possibly conceive the road conditions in the lesser developed countries of the world, which make up a large part of the export market. I also suggest that the manufacturers, in their own interests, ban the export of small cars to the undeveloped countries. For, although they run well in the initial period, they soon give trouble because of the adverse conditions to which they are subjected. I have often heard their life compared to that of the large American cars, but often the owner will forget to compare the original price; a British car has been given a bad name none the less. This could be overcome easily by the makers, as they must realize that repeat orders make up a large percentage of trade.

My suggestions for an ideal export car are: 1. Large capacity but low-speed engine of simple but robust construction. Top speed to be no more than 60 m.p.h. as it is difficult to drive a car any faster on most unmade roads.

2. Large ground clearance, with the vital parts of the car protected against flying stones, and the sump, gear box and differential protected by a skid system to prevent damage by bottoming on bad roads.

3. Completely dust-proofed coachwork and of suitable shape not to suck in dust; earth roads are not complete without the dust plume which follows for 200 yards behind each car.

4. Large capacity oil filter.

5. Adjustable dampers, and these must be heavy duty, as the existing types wear out at an amazing rate.

6. A simple differential lock, to enable the car to get through soft patches on bad roads.

7. A suitable ventilating system to allow a free flow of air through the car. J. R. REESE.

Assam, India.

Remedy

Private Roads for All?

[65542.]—I read with interest the "Jotting" by The Scribe (*The Autocar*, March 12) in which he drew attention to a road accident in which a motorist swerved to avoid a dog and thus knocked down, and fatally injured, a cyclist.

Apparently The Scribe's remedy for this is to have a cycle path constructed and then to compel the cyclist to keep to it.

I wonder what The Scribe's remedy would have been if the motorist had knocked down and killed a motor cyclist. Would, then, motor cyclists have special paths built for them? And, of course, if the motorist had swerved into another oncoming car, would we have that happy state of affairs in which every car owner has his own road?

London, S.E.3. M. DOWD.

[The Scribe comments: Perfection is unobtainable, but a step or two in its direction could be taken. Does Mr. Dowd appreciate how much segregation has meant in railway safety?—ED.]

Dazzle

A Misunderstanding

[65543.]—I have driven cars since 1906 so my experience goes back to acetylene lighting as does that of Mr. K. R. Garnett Hall [65488.]

The suggestion of which he complains, written in reply to a correspondent [65373] who had used the word "nightmare" in connection with night driving, was that the sufferer should have a check made upon his own lighting equipment, his technique for using it, and his eyesight. Only if relief could not be obtained, by attention to one or more of these points, did I recommend that night driving be left to people who find it less distressing.

To avoid any possible misunderstanding I would like to add my opinion that such "sufferers" could usually be cured without much difficulty. F. E FRYER.

Wargrave, Berkshire.

Tourist's Purchase

A Question of Price

[65544.]—Our attention has been drawn to the article in your issue of February 26, 1954, "Innocents Over the Border." The writer refers to his or her visit to Pitlochry and while there buying a copy of a chafing dish at £4 4s. In case any of our clients should be under the impression that the chafing dish was sold by us will you (in fairness) state that this was not sold by us to your contributor. JAMES ROBB,

Pitlochry, Perthshire. James Robb and Son.

[Our contributor confirms that the purchase in question was not made from the above firm.—ED.]

Obstruction

The Need for Many More Lay-bys

[65545.]—If an authority has to dig up one side of a road it puts up red flags and notices saying: "Danger, single line traffic." If a citizen placed his piano or his dining table on a road there would be an immediate and violent reaction from the police.

All citizens may, however, (and they do, in thousands), obstruct our roads by parking their cars and so causing "Danger, single line traffic" without even the red flags! This is a major cause of danger and loss of time on every cross-country journey.

In nearly every case the use of a little common sense and, perhaps, a few yards walk would enable the car to be put safely off the road.

I suggest that, in the interests of safety and speed of movement, the Press and the road safety organizations should make a serious effort to bring home to the motoring public the fact that it is stupid, selfish and dangerous to park a car on an open road if it can possibly be put off it. Many more lay-bys should be constructed when road work is in progress.

Church Crookham, Hampshire. F R WYNNE.

"The Autocar" READERS' SERVICE

Riley Nine Clutch

I would like to know whether or not it is practicable to remove the cone clutch on my 1928 Mark I Riley Nine and fit instead a single-plate clutch as was used on later models. J. A. A.
Cambridge.

THE substitution of later clutches, gear boxes and so on to improve older cars can rarely be achieved without unreasonable expenditure on modifications necessary to join up the old and the new. This is such a case, and unfortunately you can do only the best you can with the existing clutch unit.

Advance and Retard

I have a 1953 Sunbeam-Talbot and would like to know if the vacuum advance and retard mechanism has an over-riding effect on the normal centrifugal device or if its effect is additional. Also, how do I readjust the degree of advance with the vernier control, having moved it without noting its original position?
R. J. T. WALKER.
Haywards Heath, Sussex.

VACUUM automatic ignition advance is complementary to the centrifugal device, both systems operating simultaneously. The vacuum system varies the ignition timing in accordance with the load on the engine and the centrifugal increases the degree of advance as the speed rises.

If the distributor cover is removed and the starter button pressed, it is possible to see whether or not the vacuum mechanism is working. Alternatively, the pipe connecting the diaphragm with the carburettor may be removed and a degree of suction applied to it, when the same result should be apparent. The vernier adjustment knob should be turned in an anti-clockwise direction to advance the ignition, and vice versa; the correct ignition timing for this engine should result in the contact points breaking exactly at top dead centre, with the advance and retard devices in their static (full retard) position.

Local Overheating

My 1950 2½-litre Riley saloon was decarbonized a few months ago and at the same time I had 0.050in machined off the cylinder head to increase the compression ratio. When the work was completed the car ran very well on the best fuel available, but now it pinks rather badly and no improvement is made by full use of the manual retard mechanism. I have checked that the automatic advance and retard is functioning properly.
Sidcup, Kent. F. J. C.

IT is not likely that the amount you have removed from the cylinder head is enough seriously to affect the running of the engine, provided always that the best fuel is used.

As use of the manual retard does not seem to have any effect, your trouble may be owing to local overheating inside the combustion chambers. Also, you may find that harder plugs will be needed with the higher compression ratio, as any slight overheating of the plug points will bring on detonation. The local overheating may be caused by faulty water circulation or greasy water jackets, but if this is not the case you will have no alternative but to take off the head again and eliminate the hotspots. You may find them on the peaks of the plug-hole threads (which are uncovered), or on the heads of the exhaust valves, particularly in the recess on the valve head, or you may even find that the exhaust valves were not properly lapped at the time of the decarbonization and that they are therefore overheating.

Do not forget the question of plugs; if the central electrodes are burning at all, try a harder grade, such as K.L.G. FE80 instead of FE70 or Champion NA-8 instead of N-8. Carburation should not be overlooked, as a very weak mixture can promote detonation.

Rewiring

Recently I bought a 1939 Vauxhall Ten and I am satisfied with its all-round performance. The only real fault I can find is that much of the wiring is the worse for wear. Without going to the expense of buying a complete harness I would like to replace any faulty wires. What type of wires are required for the various circuits? T. T.
Lancaster.

YOU will need size 14-0.012 for side and tail lamps, ignition, Trafficators, horn (unless Windtone horns are fitted), interior lamp and stop lamp. For head lamps, spot lamps and main field (dynamo to regulator) you will require size 28-0.012, whilst for the main lead from the negative battery side of the starter switch to the main auxiliary and thence to the ammeter, you will need size 110-36. This size should also be used for the horn circuit if Windtone horns are fitted.

Pressures in Reverse

It is usual for oil pressure to be fairly low when an engine is ticking over and to increase, at least up to a point, when engine speed rises. However, on my 1932 Wolseley Hornet the reverse is the case, and although the pressure is well up at idling speeds, it drops when engine revs rise. I do not think the bearings can be at fault as these were renewed not long ago. G. L.
Bradford, 7.

LIKELY faults include an ineffective drive to the oil pump, such as could be caused by a sheared pin, the drive being maintained by friction alone; inlet side of the pump partially obstructed or leaking; and a partially obstructed scavenge filter. The fault cannot be ascribed to excessive bearing clearances because, apart from their recent renewal, any slackness would cause the pressure to be lower at idling than at higher speeds.

No Oil Pressure

Oil pressure was normal on my 1932 Morris Minor until, without warning, it suddenly disappeared completely. I can see no leaks, and the gauge and pipe have been checked. Can you make any suggestions? R. O. T.
Sunderland.

IF the drive to the oil pump has not failed, you will have to find out if the pump itself has failed. This can be done by turning the pump with a breast drill with the inlet pipe connected to a bath of oil; even at fairly slow turning speeds there should be quite a healthy squirt of oil from the pump outlet.

As a rough guide, and assuming that you are not able to do a test with a pressure gauge, the pump should send a horizontal discharge of oil about 10 to 12 inches, with the pump being turned at normal breast drill speeds. (It should not be necessary to prime a pump in good condition, as it should pick up from a considerable distance.)

Next, you should re-check that there are no leaks in any of the feed pipes; you should remember that the slightest air leak in the intake pipe will prevent the pump from picking up oil, no matter what the condition of the pump may be.

● A stamped self-addressed envelope, or an international or Imperial reply coupon, must accompany queries, which should be kept separate from other communications. Technical, legal, sporting and general motoring questions are dealt with, and should be addressed to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1

Queries should not be submitted which are the normal business of manufacturers' service departments

Gasket Failures

I have fitted, in succession, two thin gaskets to my 1946 Morris Eight to raise the compression ratio. Each of these blew after a quite short time. I have had the car since new and have no reason for thinking that the cylinder block or head may have become deformed. Is it that this engine does not take kindly to increase in compression ratio?
Taunton. D. W. P.

THERE is no reason why you should not increase the compression ratio to some extent provided you use premium fuel, and it seems that the joint faces of either the cylinder head or block *must* be out of truth. It is, in any case, a better method to machine the cylinder head rather than use a thin gasket, but you are recommended that not more than 0.060in be removed. It will, however, be advisable to check the flatness of the block face before removing the whole amount from the head as it may be necessary for the former to be skimmed as well for a good joint to be achieved.

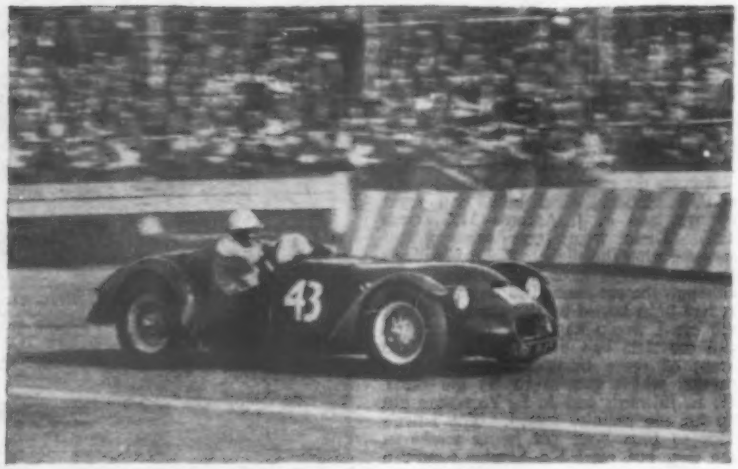
Automatic Clutch

My pre-war car is fitted with an automatic clutch which has developed a very bad judder and the engagement is very fierce. It is almost impossible to slip the clutch. B. A. N.
Portsmouth.

FIERCENESS or snatch in an automatic clutch can be caused by binding of the governor weight levers. You might also check the looseness of the gear box or engine mountings, see whether the rear axle U-bolts are loose, and check the condition of the universal joints, and so on. If your car has a torque tube it may be that loose mountings of that component are the cause of the trouble.

Fine Day at GOODWOOD

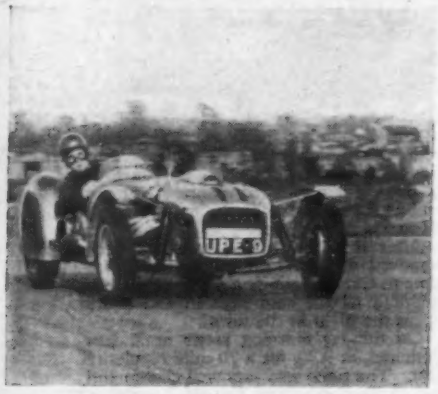
LARGE CROWD AT FIRST 1954 B.A.R.C. MEMBERS' MEETING



R. G. Shattock's R.G.S.-Atalanta, now using an XK120 Jaguar engine in place of the 1½-litre Lea-Francis, won a handicap with ease.

THE first of the popular club meetings of sports car races of the 1954 Goodwood season was held last Saturday in perfect sunny conditions. That interest in this type of event is certainly not on the decrease was evidenced by an entry list of 109 cars, and by a remarkably large crowd of spectators for a meeting to which the general public was not admitted.

The proceedings opened with a slight contretemps, for in the first race—a 5-lap handicap for saloon cars—three cars were despatched by the starter one minute too soon, a fact which caused subsequent revision of the results. But, thereafter, the usual Goodwood efficiency of organization got into its stride and the rest of the full ten-race programme was run off exactly on time and without a hitch.



New car, first time out. P. D. Gammon's new Lotus-M.G. is using an engine similar to that which powered his familiar and very successful cream coloured M.G.

Among the interesting new cars making their first appearance at this meeting were P. D. Gammon's Lotus-M.G., which, however, struck trouble and was defeated by J. Coombs' new Connaught in the 1½-litre scratch race, and the interesting Armstrong Siddeley Sapphire-engined Sphinx, entered by the *Equipe Endeavour* and driven by T. Sopwith. R. G. Shattock's R.G.S.-Atalanta, now powered by a Jaguar XK120 engine, lost its chance in the over 3-litre scratch race through violent contact with the wattle fencing at the chicane, but won a subsequent handicap with great ease at a good speed. The fastest lap of the day was put up by Alan Brown at the wheel of R. J. Chase's Cooper-Bristol at 83.08 m.p.h.; but, after building up a terrific lead in the 10-lap event, this car was forced to retire with a jammed throttle linkage.

Cliff Davis' Tojeiro, just fitted with a new engine, had yet to find its 1953 form. Tony Crook, who drove both his Cooper-Bristol sports car and a new Bristol 404 coupé, demonstrated in the course of a good drive in the former car that he had lost none of his famous fist-shaking ability, while the fastest of the Frazer-Nash brigade was C. A. S. Brooks at the wheel of the car entered by D. Hely.

The handicapping varied from very good to very bad, but some close racing was seen. In the last race, however, G. P. Green threw away a certain victory when he buried his Silverstone Healey in the sand on the far side of the circuit; this allowed Peter Scott-Russell to score a victory at the wheel of A.P.O. Rogers' ex-Crook Cooper-Bristol.

RESULTS (lap distance 2.3 miles)

Scratch Races: Up to 1,100 c.c. (5 laps): 1, R.W.G. 1,098 (R. Watling-Greenwood), 10m 32s, 68.35 m.p.h.; 2, Riley 1,085 (L. Gibbs), 10m 57.4s; 3, Lotus 1,097 (A. Marsh), 10m 40.6s. **1,101 to 1,500 c.c. (5 laps):** 1, Connaught 1,484 (J. Coombs), 9m 29s, 75.92 m.p.h.; 2, Lotus-M.G. 1,467 (P. D. Gammon), 9m 37s; 3, Bailey Spl. 1,496 (P. E. Bailey), 9m 42.2s. **1,501 to 1,500 c.c. (10 laps):** 1, Frazer-Nash 1,971 (C. A. S. Brooks), 18m 3.6s, 79.70 m.p.h.; 2, Jaguar XK120C 3,442 (M. W. Head), 18m 5.4s; 3, Cooper-Bristol 1,971 (T. A. D. Crook), 18m 5.6s. **Over 3,000 c.c. (8 laps):** 1, Jaguar XK120C 3,442 (M. W. Head), 9m 21.6s, 76.87 m.p.h.; 2, Sphinx 3,435 (T. Sopwith), 9m 23.2s; 3, Jaguar XK120 3,442 (R. E. Berry), 9m 25.6s.

Handicap Races: Closed cars (5 laps): 1, Renault 748 (K. W. Moore), h'cap 3m 30s, 12m 46s, 56.40 m.p.h.; 2, Morris 919 (A. T. Foster), 3m, 13m 1.8s; 3, Morris 919 (L. M. D. Janke), 3m, 13m 30.6s. **B (5 laps):** 1, Lotus-M.G. 1,467 (P. D. Gammon), 15s, 10m 57.8s, 78.12 m.p.h.; 2, Cooper-Bristol 1,971 (A. P. O. Rogers), scr., 11m 14s; 3, Lester-M.G. 1,467 (G. A. Ruddock), 15s, 11m 15.4s. **C (5 laps):** 1, R.W.G. 1,098 (R. Watling-Greenwood), 58s, 11m 7s, 71.40 m.p.h.; 2, Lotus 1,099 (P. G. Nichols), 1m 40s, 11m 12.2s; 3, M.G. 1,250 (G. E. Hewitt), 1m 35s, 11m 14.6s. **D (5 laps):** 1, Morgan 1,991 (B. G. P. de Mattos), 1m 5s, 11m 18.4s, 71.58 m.p.h.; 2, Bentley 4,398 (J. H. Bailey), 1m 5s, 11m 21.8s; 3, Morgan 1,991 (J. Moore), 1m 15s, 11m 32.6s. **E (5 laps):** 1, R.G.S.-Atalanta 3,442 (R. G. Shattock), 50s, 9m 28.6s, 76.36 m.p.h.; 2, Cooper-Bristol 1,971 (T. A. D. Crook), 10s, 9m 41.8s; 3, Cooper-Bristol 1,971 (A. P. O. Rogers), 15s, 9m 47s. **F (5 laps):** 1, Cooper-Bristol 1,971 (P. Scott-Russell), scr., 10m 28s, 77.42 m.p.h.; 2, Jaguar XK120 3,442 (P. Ravenshaw), 45s, 10m 33.6s; 3, Alfa Romeo 2,600 s (N. H. Mann), 10s, 10m 33.8s.

HOME-GROUND FIXTURE

LOW MARK LOSSES IN FOURTH WELSH RALLY

IT has become the classic pattern for Welsh rallies—the rather doubtful wanderings with a sheaf of Ordnance Survey maps by night, somewhat perilously trying to keep up to schedule, and the daytime section which is easier on navigation but equally difficult on time-keeping. Such was the fourth Welsh Rally of the Herefordshire M.C. on March 27 and 28. Members of the invited Welsh and Western Midland clubs made up a field of 62 cars, family bus, vintage and just plain jallopy elements keeping company with the sports cars and the few sleek and almost professionally badged rally cars. Those who were not local or nearly local lads had been in other rallies in the area and knew it well, and all could supplement the maps by asking country folks where Cwymfwrllangich might be with a reasonable chance of being understood and understanding.

The night sections, in which competitors worked their way from the Hereford start via controls on the Montgomeryshire-Llandrindod Wells map, which is rich in tiny roads, led to Lake Bala, Dinas Mawddwy, and Lake Vyrnwy. Metalled roads were available between all controls in the rally, but the keen map reader could save time and marks by judicious short cuts. But some such were injudicious, like that round the top of Lake Vyrnwy, for it was blocked not only by a landslide but also by a fallen bridge. Several had to retrace footsteps for the 28-mile route round. A. T. Fisher's venturesome Ford Popular found mud in the rain and spent three-quarters of an hour in a ditch before rescue by other competitors, and the Austin A.30 of A. J. Jones was inverted before Tenbury Wells, coming into the control under its own power to retire. Miss Moore (Sunbeam-

WELSH RALLY . . . . continued

Talbot) claimed to have been confronted by a signpost with one arm missing and the letter "A" on the other.

Among the casualties was the old M.G. of P. P. Roberts, which broke both front springs, and P. J. Anton's M.G. (rear axle). There were some other retirements during the night. E. D. Woolley's Porsche retired after the driving tests, although the car seemed to be going well. It had been hoped by the organizers that the event would be settled on the road, and the tests had been provided in the event of there being ties in the road results, which proved to be the case: W. L. Edwards and A. L. Yarranton did tie for the premier award. The latter's Morgan Plus Four got better marks in the test, but carried a heavier handicap than Edwards' Consul, which was therefore the winner.

The event was running late and there was a schedule adjustment made by the officials when the first car arrived at the Knighton breakfast stop (Miss Haynes' Ford Zephyr, nineteenth actual starter!). The daytime sections had as stiff a timing as those in the night, but it was easier to find the way, the countryside looking familiar, like the map, in bright sunshine and passing clouds after the rain of the night, and very beautiful. Such attractions as the little blue lake near Hundred House and Radnor, and the fine view on the descent from the hills to the river plain at Erwood, must be blamed for the way cars incessantly shot past turnings and even took wrong ones. Some competitors felt that the schedule was too stiff for the lane sections, but the winner lost only four minutes and four marks on the whole rally. There must have been heroic navigation on board the venerable Alvis Twelve of R. Stretton for this long, low-clearance, heavy and extremely open model to gain its award—no Monte Carlo type chartroom there, though room for two or three!

A Morgan (Miss Jervis), R. Stretton's old Alvis and a Sunbeam-Talbot (R. J. Sanders) clock in at Llanalwys control.

RESULTS

Hereford Times challenge cup and plaque (best performance): Ford Consul (W. L. Edwards).

Peter Wray challenge cup and plaque (best Hereford M.C. members): Morgan Plus Four (A. L. Yarranton).

Class 1 award (open, up to 1,300 c.c.): M.G. TD (R. M. E. Mayall). **Class 2 (closed, up to 1,300 c.c.): including Mayall trophy:** 1954 Ford Anglia (D. S. Edwards). **Class 3 (open, over 1,300 c.c.):** 12-60 Alvis (R. Stretton). **Class 4 (closed, over 1,300 c.c.) and Redex trophy:** Ford Zephyr (Miss Haynes).

Team prize: W. L. Edwards and D. S. Edwards (Ford Consul and Anglia).

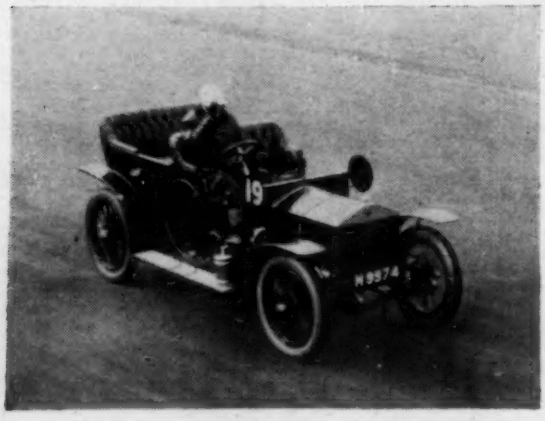
Ladies' challenge cup and plaque: M.G. TC (Miss G. Weaver).

COTSWOLD SUNSHINE

V.S.C.C.'s PLEASANT WEEKEND OF DRIVING

ALTHOUGH V.S.C.C. members were, in fact, in earnest competition for the Pomeroy Memorial Trophy, no onlooker would have thought that the gently moving procession of cars that wound its way through the sunny Cotswolds last weekend was competing for anything.

The event started at noon on Saturday at Silverstone with two driving tests—a high-speed wiggle and a standing and flying quarter mile, run consecutively. J. G. Sears' much coveted 1914 T.T. Sunbeam and G. G. Macdonald's 4½-litre Bentley tied for fastest time on the wiggle. Fastest over the standing quarter mile was R. P. Heatley's V8-engined Grenfell Special (16.94s) with Macdonald's Bentley second (17.55s). The flying quarter mile went to E. E. Sears' Jaguar XK120 in 10.25s (88.4 m.p.h.) with the Grenfell Special a close second (10.27s—88.3 m.p.h.). An hour's lapping of the club circuit followed during which each car had to complete a requisite number of laps. The only retirement here was the Grenfell Special; the venerable and immaculate 1905 R-R of S. E. Sears sounded as healthy at the end as it had at the beginning, averaging 37 m.p.h. for the hour.



S. E. Sears' venerable 1905 Rolls-Royce (4,084 c.c.) was undaunted by the hour's high-speed reliability trial and averaged 37 m.p.h.

After this, competition numbers were removed and cars set off at their own time to Cheltenham by a set route. Before nightfall all the cars were in and crews spent the night in the town.

On Sunday morning crews again forgathered, at 9.30, for a 70-mile regularity test. The route was very well chosen and led through beautiful Cotswold country. The warm sunshine and low average speed required made this run extremely pleasant. A stop-and-restart was included on which failed B. C. Jarvis' 1935 3½-litre Bentley, though this was more the driver's fault than the car's. S. E. Sears' Rolls-Royce also failed, though, with a 6 to 1 first gear, it was too much to expect of the old car. J. R. T. Gibson Jarvie's vast blue 1925 Renault tourer, with nine litres in hand, had no bother and spun its wheels. This is the actual car which was road tested by *The Autocar* in May, 1925, and which showed a potential top speed of about 94 m.p.h. at only 2,700 r.p.m.

So back to Cheltenham for lunch, and an overall fuel consumption check. The two most thirsty cars proved to be the Renault (8.8 m.p.g.) and Peter Hampton's 1929 8-litre Hispano-Suiza (9.5 m.p.g.).

PROVISIONAL RESULTS

Pomeroy Memorial Trophy: 1927 O.M. 2,150 (P. J. E. Binns) **First Class Awards: Edwardian:** 1914 Sunbeam 3,215 (J. G. Sears). **Vintage:** 1927-8 Bentley 4,600 (G. G. Macdonald). **Non-Vintage:** 1953 Aston Martin DB2 2,580 (D. J. Sidney). **Second Class Awards: Vintage:** 1927 Lancia 2,570 (J. G. Vessey). **Non-Vintage:** 1932 Alfa Romeo 2,385 (J. M. Crowther).

A well-kept car, a new engine and Shell X-100 keeps motoring trouble-free for Mr. Roberts in his pre-war Ford 8.

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At the beginning of 1952 Mr. E. G. Roberts, of Thaxted, Essex, installed a new engine in his 1938 Ford 8. Right from the start, he relied on Shell X-100 Motor Oil to protect this valuable investment. His letter shows how well his trust was justified.

I feel I must write and say how satisfied I have been with the performance of my car—a 1938 Ford 8. I had a new engine fitted in January, 1952, by Messrs. Cleales, Saffron Walden, Essex. I decided to use Shell X-100 from the start and you should be pleased to hear I have done over 35,000 miles and all I have done to the engine is fit a new set of plugs at 29,500. I can truthfully say not any other thing has been done to the engine, and with Shell petrol she pulls her head off now. The way she is running it will be a long time before I have anything done.

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1953 **HUMBER** Super Snipe Mk. IV saloon. Grey with red leather. 8,000 m. **£1,125**

1952 **HUMBER** Super Snipe Mk. III saloon. Steel grey with grey leather. 20,000 miles **£765**

Another saloon in satin bronze. 21,000 miles **£745**

1953 **ROVER** "75" saloon. Black with red leather. 6,000 miles **£1,125**

1952 **JAGUAR** Mark VII saloon. Black with red leather. 5,000 miles **£1,375**

1952 **STANDARD** Vanguard saloon. Blue with blue leather. 17,000 miles **£550**

1952 **WOLSELEY** 6/80 saloon. Green with green leather. Fitted radio and heater. 13,000 miles..... **£645**

1952 (Oct.) **AUSTIN** A.70 saloon. Black with brown leather. Fitted heater. 21,000 miles..... **£625**

1953 **SUNBEAM** Alpine Roadster. Alpine red with fawn leather. Fitted heater. 7,000 miles **£1,095**

1953 **HUMBER** Hawk Mk. V saloon. Green with red leather. 9,000 miles **£835**

1953 **HILLMAN** Minx Mk. VI convertible coupe. Claret with fawn leather. 20,000 miles **£645**

1953 **HILLMAN** Minx Mk. VI saloon. Blue with red leather. 8,000 miles **£650**

Another in black—similar mileage.

1951 (Nov.) **HILLMAN** Minx Mk. V saloon. Green with fawn leather. 22,000 miles **£550**

1952 **MORRIS** Minor tourer. Green with beige leather. 9,000 miles .. **£495**

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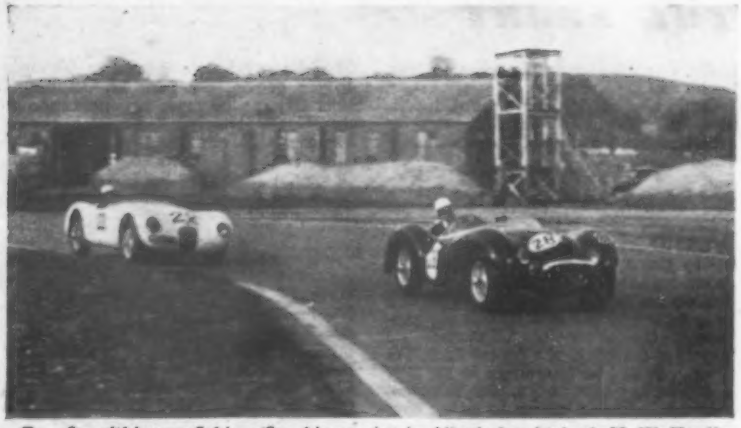
THE SPORT

by

J. A. Cooper



Tom Sopwith's new Sphinx (Sapphire engine in Allard chassis) leads M. W. Head's Jaguar XK120C round Woodcote corner during last Saturday's B.A.R.C. Goodwood meeting.

CLUB CONFERENCE ● MERCEDES SENSATION ● MASERANTICS

ONE of the main points which arose at the Conference of the Clubs, convened at the R.A.C. last Friday, was the question of the driving manners of some of the competitors in the recent R.A.C. Rally. This is a subject to which I have devoted some space before now, but I make no apology for returning to it in view of its importance to the future of the sport in this country. Earl Howe announced at the conference that comments had been received from several police chiefs concerning excessive speed in built-up areas, unnecessary noise, and ill-mannered practices such as cutting-in and so on. These mainly arose in populous areas, in none of which should the competitors have had any real need to hurry, and Earl Howe pointed out that much more would have to be done in the way of travelling marshals, speed checks and so forth if competitors did not co-operate. He asked club representatives to pass on his remarks to their members, and I have no hesitation in emphasizing the importance of this matter here.

Nothing could be more dangerous to the welfare of road events in this country than the almost deliberate antagonizing of the public and the police. Anyone who speeds unnecessarily is an ass and should be "labelled" as such by fellow-competitors. It is obvious that to retain public goodwill it is up to competition drivers to go out of their way not merely to drive well on the roads but to make their driving look good as well.

PREVENTION of the use of nitromethane-based fuels in formula 3 cars, avoidance of entertainments tax on admission tickets to race meetings, and the need for British proposals to be put forward vigorously at meetings of the *Commission Sportif Internationale*, were all subjects raised at the same conference. The meeting, which conducted its business with dignity under the chairmanship of Lord Howe, was productive of little that was of really wide interest, but useful work was done.

The competitions committee of the R.A.C. was in agreement with the clubs concerning special fuels for formula 3 cars, and every effort is to be made to prevent their use, at least up to and including national level. But the R.A.C. cannot, of course, conflict with the broader rules laid down by the F.I.A. Fortunately the oil companies are not this year going to market nitromethane fuel for this purpose, and when it is remembered that it is fantastically expensive it is easy to understand why it is considered undesirable for formula 3—the very object of which was to provide a form of racing at reduced cost.

Entertainments tax is here to stay in all probability, although efforts will be made to avoid it. As the law stands, clubs would have to ban all professional drivers, and the supplementary regulations for individual meetings would have to do the same. And, of course, starting and bonus money would be out.

The C.S.I. has been rather shoddy in its treatment of the R.A.C., but it is hoped that in June, when the next meeting is expected to take place, the R.A.C.'s representatives will be able to hammer home the British plan for the rationalization of the international calendar. And also the R.A.C. intends to continue support of the "visa" system whereby competitors in speed events are given a reference from their national club before being allowed to compete.

There were many more questions and answers, many more proposals. Most of them, however, were matters to be watched, or to be considered in detail later.

SOMETHING of a bombshell in sports car racing circles has been dropped by the sudden announcement by Mercedes-Benz that they will not, after all, compete in this year's Mille Miglia and Le Mans races. They had a firm entry of three cars in for the latter; but apparently their recent preoccupation with the production of new models (the redesigned types 180 and 220, and the super-sports 190SL and 300SL) has set their plans back on the racing side to such an extent that they will not be in what they consider a sufficient state of readiness in time to compete.

Just how this will also affect their plans as far as Grand Prix racing is concerned is so far obscure; in any case, however, they had already made it plain that the new formula 1 Mercedes racing car would not compete in any events before the beginning of July—probably the French G.P. at Rheims.

IT is now said that Roy Salvadori has been trying out S. G. Greene's new 2½-litre G.P. Maserati in Italy, and is delighted with the results; his unofficial lap time round the Modena airfield circuit was better than that so far attributed to the latest Ferraris. It appears that the slight difficulties which the Maserati has been experiencing in handling qualities—which were in evidence in the Argentine races—have been overcome. Stirling Moss has not yet received his example, but should have it in a week or so; his first race with it will probably be the Pau G.P. on Easter Monday. In this country we shall first see him with it at the B.R.D.C. Silverstone meeting on May 15.

Incidentally, Stirling is most enthusiastic about the 1½-litre Osca which he drove at Sebring. Considering that the brakes were all but useless for the greater part of the race, his achievement in winning with this car was quite something; his fastest lap was only five seconds slower than that of the fastest works Aston Martin (with 3 litres of engine capacity), while he could out-accelerate the 2-litre Kieft-Bristol and privately owned Jaguar XK120Cs on the straights!

TOMORROW brings the race meeting at Castle Combe circuit, with a varied programme of races for sports and racing cars. An excellent entry has been received; among the sports cars entered are examples of Triumph TR2, Austin-Healey, Lotus-M.G., Kieft and Tojeiro, in addition to the Jaguar XK120Cs of the *Ecurie Ecosse* (driven by J. R. Stewart) and B. Baxter, and the 2-litre Maserati driven by Roy Salvadori. A battle royal can be expected in the formula 3 race, with Don Parker's Kieft matched against Les Leston in a works-entered Cooper and (among many others) a whole bunch of Starides; while among the *formule libre* entries are those of Salvadori in a new 2½-litre formula 1 Maserati and the Connaughts of the *Ecurie Ecosse* (driver

THE SPORT . . . . . continued

Leslie Thorne, making his debut for this stable) and J. Coombs.

Castle Combe circuit is near Chippenham, in Wiltshire; the first race is scheduled for 2 p.m., and spectator facilities are good.

ALTHOUGH Ian Appleyard has had to give up his rally activities for this season owing to the demands of his business on his time, he is going to have a go at racing for the first time in the production car event at Silverstone on May 15 at the wheel of a Jaguar Mark VII saloon. It will be interesting to see how he gets on in circuit racing. Ken Wharton, of course, achieved success in racing after reaching his top of the rally tree; but it must not be forgotten that his racing career actually commenced well before the war—I can remember seeing him at the wheel of an Austin Seven special at Donington Park in the middle nineteen-thirties. In fact, I seem to remember that he started as limit man in a handicap event and turned the car over on the first corner, at Red Gate, before the rest of the field had even started! He has certainly come a very long way since then.

ENTRIES have closed at the full total of 45 for the B.R.D.C. Empire Trophy sports car race, to be held this year at Oulton Park, on April 10. Altogether there are at least 20 makes of car represented, among them Jaguar, Aston Martin, Maserati, Austin-Healey and Cooper-Bristol, while among the drivers engaged are Stirling Moss, Duncan Hamilton, Alan Brown, Ron Flockhart, Roy Salvadori and George Abecassis. Tony Rolt will be seen at the wheel of one of the three *Ecurie Ecosse* Jaguar XK120Cs; he will drive for this stable this year in those sports car events in which he will not be engaged as a member of the Jaguar works team. The other drivers in the Scottish team in the Empire Trophy will be J. R. Stewart and Ninian Sanderson.

Oulton Park is near Tarporley, in Cheshire. Advance bookings (entrance 4s per person, car park 8s, grandstand seats £1) can be made on application to the "Daily Dispatch," Kemsley House, Manchester, 4, or to the Cheshire Car Circuit, Ltd., 29, Eastgate Row North, Chester. On the day the entrance fee will be 5s and the car park charge 10s inside the course or 6s outside.

REGULATIONS are now available for the West Hants and Dorset C.C. race meeting at Ibsley, near Ringwood, Hampshire, on May 8. Invited clubs are the B.A.R.C., B.R.D.C., Vintage S.C.C., Half-Litre Club, Bristol M.C. and L.C.C., Gosport A.C. and 750 M.C.; there is a comprehensive programme of short races for saloon, sports and vintage cars, with formula 3 and *formule libre* racing car events. The circuit has been modified, and now comprises the entire perimeter track of Ibsley airfield; the new lap distance is 1.99 miles. Entries close on April 17; all enquiries to R. R. Mountford, 60b, West Cliff Road, Bournemouth, Hampshire.

Branded margarine's coming back! J. G. Vessey's pit crew resorts to unorthodox methods as the Lancia passes by during the V.S.C.C. high-speed run at Silverstone.

THE Automobile Club of Portugal will run two races on June 26 and 27 this year, both for sports cars; the first, called the City of Oporto Cup, will cater for three capacity classes (750 c.c., 751 to 1,100 c.c., and 1,101 to 1,500 c.c.), the race distance being 20 laps of the 4.6-mile circuit. The second race (the G.P. of Oporto) is for sports cars of over 1,500 c.c. capacity, which will have to cover 45 laps of the same circuit, a total distance of approximately 207 miles. The circuit is in Oporto itself and is an interesting one; there are a long straight, a short straight, and a very wiggly back leg, the whole being covered in an anti-clockwise direction. Entries close on May 31; the address of the organizers is Automovel Club de Portugal, Rua Candida dos Reis, 100, Oporto, Portugal.

THE West Essex C.C. has received an excellent entry for its first speed event of the season; the speed trials to be held on Sunday (April 4), at Wethersfield airfield, near Braintree, Essex. This event has a national permit, and should be extremely successful; the first cars are scheduled to make their runs at 11.30 a.m., the start of a very full programme. Please note that the date is *this* Sunday, April 4; unfortunately this was wrongly quoted in the Club News section last week as April 14.

COMING SHORTLY

APRIL 1-4.—San Remo feminine rally, Italy.
2.—Singer O.C. Dance and prizegiving, Water End Barn, St. Albans, Hertfordshire, 8 p.m.
2.—Volkswagen O.C. Social meeting, Holborn Restaurant, 218, High Holborn, London, W.C.1, 7 p.m.
2-3.—Midlands M.E.C Annual rally, Fleur-de-Lys Hotel, Lowsonford, near Henley-in-Arden, Warwickshire, 11 p.m.
3.—Bristol M.C. and L.C.C. Race meeting, Castle Combe, Chippenham, Wiltshire, 2 p.m.
3.—Wirral Hundred M.C. Sprint trial meeting, Rhydymwyn, near Mold, Flintshire, 1 p.m.
3.—South Wales A.C. Speed hill climb, Castel Farm Hill, near Bridgend, Glamorgan, 3 p.m.
3-4.—Rhyl and District M.C. Welsh Rally, starting from Rhyl and Chester.
3-4.—M.G. Car Club (Midland Centre) Welsh Rally, Colmore Depot, Roebuck Lane, West Bromwich, Staffordshire, 9 a.m.
4.—Tour of Sicily.
4.—West Essex C.C. Speed trial, Wethersfield Airfield, near Braintree, Essex, 11.30 a.m.
4.—Cemian M.C. Presidents' Cup driving test meeting, Abridge, Essex, 2 p.m.
4.—B.M.W. Car Club. Isleworth Trophy Rally, Measham, near Burton-on-Trent, Staffordshire, 10 a.m.
4.—Plymouth M.C Social run, Home Park car park, Plymouth, 2.30 p.m.
7.—Eastwood and District M.C. Social run, Cliffords Garage, Eastwood, Nottinghamshire, 7.30 p.m.
9-11.—Bentley D.C. Eastbourne Rally, starting from Hendon, Mildenhall, Atherstone, Bristol, Fordingbridge and Uckfield, 8 p.m.
10.—B.R.D.C. British Empire Trophy Race, Oulton Park Circuit, near Tarporley, Cheshire.
10.—London M.C. Little Rally, Royal Ascot Hotel, Ascot, Berkshire, 8 a.m.
11.—Syracuse G.P., Sicily.
11.—Monthéry race meeting, France.
11.—Nimes race meeting, France.
11.—Veteran C.C. Shuttleworth Memorial Trophy Meeting, Old Warden Park, Biggleswade, Bedfordshire, 12 noon.
11.—Thames Estuary A.C. Day of Dicing, Wormingford Airfield, Essex.
11.—M.G. Car Club (N.W. Centre). Cockshoot Cup Trial, Derbyshire.
11.—Old Merchant Taylors' M.C. Rally, Durrants, Croxley Green, Hertfordshire, 2 p.m.
11.—Marconi A.C. Photographic reconnaissance run, Townfield Street car park, Chelmsford, Essex, 2 p.m

CLUB NEWS

Mid-Surrey A.C.—On Sunday, February 28, the club's first event—a photo-navigation trial—was held in Surrey. Competitors were given six photographs and a route card which contained some 40 questions. They were allowed three hours to cover a course of 50 miles. Provisional results are as follows: 1, Ford Prefect (R. A. Gifford). 2, Vauxhall (A. Ford). 3, Sunbeam-Talbot (G. Lewis).

Seven-Fifty M.C.—On June 12, in co-operation with the M.G.C.C., a race meeting will be held at Silverstone. The programme will include a three-hour relay race for teams of four cars, and three scratch races for 750 Formula, 1,172 Formula and T-type M.G. cars. There will also be a novice's race, run in heats, and a high-speed trial.

To relieve pressure of entries in the National Relay Race in August, priority of acceptance will be given then to cars not eligible for the three-hour event. Further details may be obtained from Holland Birkett, 3, Pondtail Road, Fleet, Hampshire.

Herts County A. and A.C.—The provisional result of the Map Run held on March 7 are as follows:—

Best Performance: Rover (D. A. Craps), 201 marks. **First-class Awards:** Rover (C. Parrish), 193 marks), Morgan (A. W. Taylor), 189 marks. A.C. (D. R. Humphreys), 187 marks. **Second-class Awards:** A.C. (W. Palmer), 185 marks. Morgan (A. J. Blair), 173 marks. Standard (G. Shaw-Yates), 170 marks. **Best Performance by a Pre-meeting Club Crew:** G. Shaw-Yates and K. G. Andrews.

Loughborough College M.C.—The annual dinner of this thriving club was held on Friday, March 19, at the Bull's Head Hotel at Shelthorpe, Loughborough, and was very well attended. Among the speakers were Raymond Baxter, vice-president of the club, J. A. Cooper, and Councillor Guy Moss, some by-play and hilarity being caused by the revelation that the two latter had been closely associated in their pre-war apprenticeship days as members of the *Scuderia Impecuniosa*. The awards were presented by Mrs. Baxter; a measure of the enthusiasm associated with this club is the fact that one prize-winner had come all the way from Scotland to receive his trophy.

Sparking Plugs, the Devil, and the Deep Blue Sea

Every choice of a sparking plug is a choice between the devil and the deep blue sea: the devil of overheating and the deep blue sea of fouling.

Comparatively slight overheating of a plug may cause excessive pinking, which wastes petrol. More serious overheating may cause more serious troubles in addition: 'running on' when the ignition is switched off, and excessive gas pressures which may damage bearings and pistons.

The troubles caused by fouling are milder, but still tiresome: misfiring, uneven running and the need for frequent plug-cleaning. Fouling occurs when plugs run too cool. They should run hot enough to burn fouling off as fast as it forms.

Between the devil of overheating and the deep blue sea of fouling lies a range of safe working temperatures. The safety zone is never wide, and it is at its narrowest in worn engines that are using more oil than they should. In such engines there is more fouling to cope with. To burn it off, plugs must run hotter—nearer to the temperatures that cause overheating troubles.

Plugs must be carefully designed to operate within this safety zone. How hot a plug will run—in given working conditions in a particular engine—depends on how quickly it loses the heat that it absorbs from the engine. If it loses heat fast it will run cool. If it loses heat slowly it will run hot. A plug's rate of losing heat is known as its 'heat value'. Plug manufacturers make plugs of different heat values to suit different engines and different running conditions.

Your chance of finding a plug that will suit your engine exactly depends on how complete a range of heat values the plug manufacturer provides. The most likely place to find the plug you need is in the exceptionally complete K.L.G. range. Of all the makes of plugs commonly stocked by British garages, K.L.G. offer you the most complete range of different heat values, with the smallest steps in heat value between one plug and the next.

If you write to K.L.G. Sales Dept. K/A 15, Smiths Motor Accessories Ltd, Cricklewood Works, London, N.W.2, we shall be glad to send you a booklet for your guidance, with tables comparing the heat values of K.L.G. plugs and plugs of other makes. But why not have a talk with your garageman about all this, next time you change your sparking plugs? Your engine may have reached the age when plugs of a slightly lower heat value would very noticeably improve the performance and save petrol; or you may do enough fast driving to need plugs with a heat value slightly higher than the normal one for your engine. Your garageman can advise you on such questions, and whatever your particular plug needs may be, he can provide you with a K.L.G. type that will suit your engine *exactly*.

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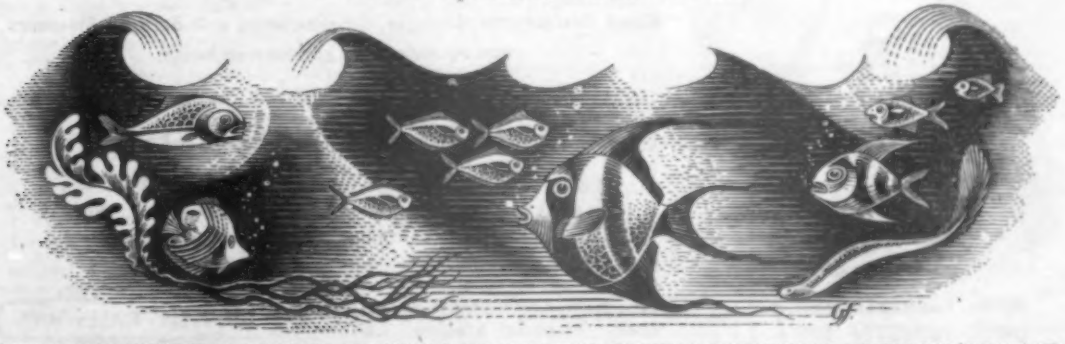

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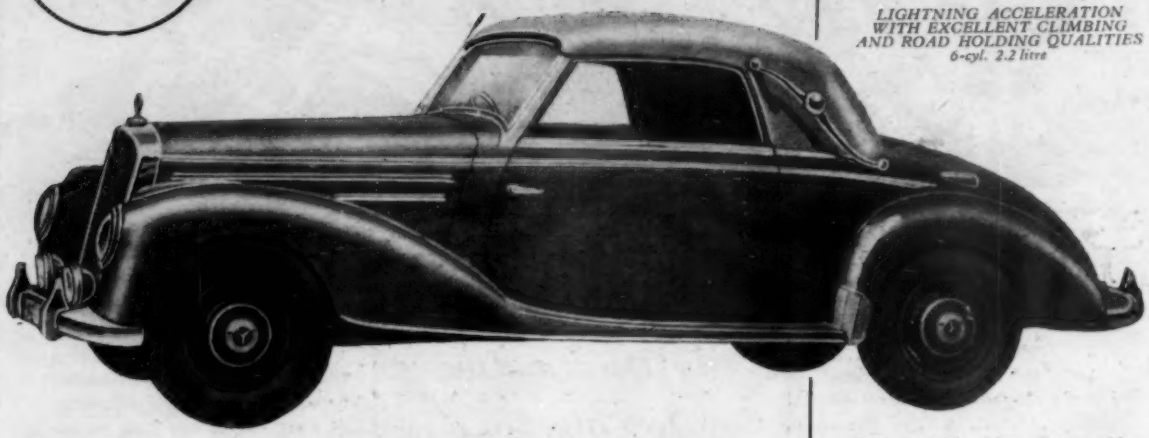

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BRITISH RAILWAYS

J. R. T. Gibson Jarvie's enormous 9,123 c.c. Renault, of 1925 vintage, seen from the timekeepers' bus at Silverstone during the V.S.C.C. Pomeroy Trophy meeting.

West Essex C.C.—Seventy members attended the annual general meeting on Wednesday, March 24, at which it was decided to form the club into a limited liability company. The spring dance will be held on Saturday, April 24, at Ye Old King's Head Hotel, Chigwell, Essex. Tickets may be obtained from J. W. Burgess, 14, Brook Road, Loughton, Essex.

Cornwall Vintage C.C.—The first meeting of the season will be held on Whit Monday, June 7, at Davidstow. It will be a national event with classes for formula 1, 2 and 3 racing cars, *formule libre* and sports cars. An urgent plea has been made for helpers; more than ever are required for this meeting as the whole of Sunday, June 6, will be devoted to practice. Racing starts at 11 a.m. on Monday.

Torbay M.C.—Regulations are now available for the Torbay Rally to be held on May 1. The first car will leave Plymouth at approximately 9.15 a.m. on the 180-mile route. Invited clubs are M.G. and West Hants and Dorset C.C.s, and London, North Cornwall, North Devon, Plymouth and Taunton M.C.s.

Windsor C.C.—Held on March 21 in the Binfield-Wokingham area, the second annual Clover Leaf Rally entailed competitors making four circuits in different directions from a focal point, fulfilling requirements regarding regularity, mileage to controls and so on.

Provisional Results: 1, Morris 10 (P. Belchamber), 57 marks lost; 2, Ford Zephyr (G. H. McDonald), 64; 3, Alvis (T. H. Hesketh), 80.

Sunbeam-Talbot O.C.—The annual Yorkshire Moors Trial was held on March 21. The start and finish were at Harrogate and 28 cars took part.

Provisional Results. Class A (18 h.p Sunbeam-Talbot and Sunbeam Alpine cars): 1, A. Birkett; 2, M. O. Briggs. **Class B (10 h.p. and 14 h.p. Sunbeam-Talbot and Hillman cars):** 1, B. Harpin; 2, R. J. Edmond.

Blackburn Welfare M.C.—A good entry has been received in the 500 c.c. class for the meeting to be held at Brough Aerodrome on Easter Saturday, April 17, starting at 1 p.m.

Eastern Counties M.C.—The Felixstowe Rally will not now take place on May 22-23, as shown in the calendar, but on May 29-30. The start will be on Saturday from Chelmsford, Newmarket or King's Lynn, and the route will cover about 400 miles. There will be a *concours d'élégance* on the Sunday afternoon. Invited clubs are: B.A.R.C., East Anglian, London, M.G., Sporting C.C. of Norfolk, Thames Estuary and West Essex. Secretary of the rally is H. F. Murland, 28a, Church Street, Woodbridge, Suffolk.

Bentley Drivers' Club.—The Eastbourne Rally will be held on April 9 and 10. The oldest car will be a 1907 Rolls-Royce Silver Ghost and 34 Bentleys will be competing. The 200-mile secret route is so chosen that no one with local knowledge can have any advantage. Starting from London, Atherstone, Fordingbridge, Bristol, Uckfield or Mildenhall, cars will converge on Aston Rowant which is, as before, the start of the secret section.

Sheffield and Hallamshire M.C.—It has been decided to shorten the High Peak Trial to a one-day event, and it will be held on Sunday, October 31. This event has previously been of two days' duration and appears in the calendar as such.

Wirral Hundred M.C.—Regulations are now available for the third Wallasey Rally to be held on Saturday and Sunday, April 24 and 25, and can be obtained from Mrs. M. H. Cranshaw, 2, Nigel Road, Heswall Hills, Barnston, Wirral. The closing date for entries is April 10.

Chester M.C.—The Bartley Trophy standard car trial will be held on Sunday, April 4, starting at 11 a.m. from the Gwersyllt Garage, near Wrexham. The trial will be run at an average speed of 15 m.p.h. over a 40-mile course. Secret checks may be operated; observed sections will be of a non-damaging nature.

B.A.R.C. (S.W. Centre).—Regulations are now available for the Brunton Hill Climb to be held on Sunday, April 11, starting at 2 p.m. Invited clubs are West Hants and Dorset C.C., Seven-Fifty M.C., Gosport A.C., Southsea M.C., Hants and Berks M.C., Bristol M.C. and L.C.C., and Taunton M.C.

Margate and District C.C.—Twenty-five entries turned out for the night navigational rally on March 20-21. The first car left the starting point in Thanet at 8 p.m. The first half of the route took competitors to Hastings and Battle and included controls which were found from map references, the clues to which were disguised in rhyme. After a break at Brede the second half of the course had cars scampering over the countryside in search of railway tunnels, bridges and ghost-like marshals. After completing 300 miles, competitors finished with a driving and navigating test at Margate.

Provisional Results: 1, Jowett (J. Crease); 2, Austin (A. Ellis); 3, Riley (D. Miller).

British Racing Mechanics' Social Club.—At the recent annual general meeting it was announced that R. G. Dunn has relinquished his post as secretary, and that John Cooper, of *The Autocar*, was elected to become a vice-president. The new secretary is T. Harding, of 18, Delta Road, Worcester Park, Surrey.

M.G.C.C.—The provisional results of the Chilterns Autocross, held on Sunday, March 21, are as follows:—

Central Motor Institute Banana Trophy: M.G. TC (G. L. Annable), 1m 20.8s. **Duckham Trophy:** M.G. TC (K. P. Lee), 1m 23.2s. **Salmons Cup:** Jaguatti (A. L. Rumfitt), 1m 17.4s. **Stratton House Bowl:** Overton (N. H. Overton), 1m 9.6s. **First-class Awards:** M.G.Y (R. W. Jacobs), 1m 28.4s, M.G. TF (G. Shove), 1m 22.8s, Jaguar (T. Bridger), 1m 15s. **Second-class Awards:** M.G.Y (R. A. Paul), 1m 29s, M.G. TC (G. B. Hewitt), 1m 21s, Riley (G. H. Grace), 1m 20s, Bucker (C. H. Bulmer), 1m 9.8s.

Veteran C.C.—The Shuttleworth Memorial Trophy meeting will not take place on April 14, as announced in last week's issue, but on April 11.

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IN BRIEF

A new automobile cables and accessories catalogue has been produced by Ward and Goldstone, Ltd., Pendleton, Manchester, 6. It is available upon application to the company.

Mr. George Rushton, sales manager of the roller bearing division of George Salter and Co., Ltd., of West Bromwich, has been appointed, in addition, sales manager of the retaining ring division.

Retail prices of Girling 1in telescopic direct-acting spring dampers have been reduced from £2 2s each to £1 12s, £1 14s and £1 16s according to the length of stroke required.

Ford service weeks are to be held as follows: until tomorrow, April 3, Tate of Leeds, Ltd.; and Haynes Bros., Ltd.; Maidstone; April 5-10, Mid-Devon Garage, Ltd., Newton Abbot; April 26-May 1, Wood and Lambert, Ltd., London, N.16.

Mr. Bernard Blackborow has resigned his directorship of Dex Automobiles, Ltd., Newcastle-upon-Tyne, and will be returning to London to take up an appointment, with a seat on the board, with Ranton and Co., Ltd., plastic manufacturers, of Brentford, Middlesex.

Free on request to the French Government Tourist Office, 179, Piccadilly, London, W.1, is a gay motoring folder entitled "Motoring in France" which contains a small-scale road map, another map showing places of interest and complete information for the motorist who intends to tour in France.

V.W. Motors, Ltd., 7-9, St. James's Street, London, S.W.1, state that Volkswagen cars imported into Great Britain are being supplied with Silver Exide 85 ampère-hour batteries and not 70 ampère-hour as mentioned in *The Autocar's* recent Road Test and description of the new de luxe saloon Volkswagen.

A dividend of 25 per cent less tax has been recommended by the directors of Jaguar Cars, Ltd., on the ordinary share capital, for the twelve months ended July 31, 1953. Profit was £438,177 (£396,519 previously), which, after taxation deduction, was £190,364 (£156,016 previously).

Gold watches were recently presented by Lord Brabazon of Tara to all employees of Daimler Hire, Ltd. who had completed 25 years' continuous service. This being the first year in which such gifts had been made, no fewer than 52 members of the staff were eligible and of these 31 had been with the company for more than 30 years.

A new company called Jack Olding and Co. (Motors), Ltd. has been formed in which are absorbed the motor interests of Jack Olding and Co., Ltd., and J. Fricker, Ltd. The new directors are Mr. W. C. T. Chantler (chairman), Mr. B. W. Bleaney (managing director), Mr. A. Wilcocks (secretary), Mr. R. K. Ayre, A.C.A., and Mr. A Clissold, A.S.A.A. Service will be carried out at the officially appointed Rolls-Royce and Bentley service station at 84-90, Holland Park Avenue, Kensington, London, W.11.

Mr. H. Dunn has been appointed sales manager for Scotland by Wellworthy, Ltd., of Lymington, Hampshire. His office address is 50, Wellington Street, Glasgow, C.2.

Champion sparking plugs were used in the Triumph sports cars that took first and second places and the ladies' prize in the recent R.A.C. International Rally. They were also used in the Fords which won the team prize.

Mr. David J. Looker has resigned from the sales staff and secretaryship of Paddon Brothers, Ltd., 60, Cheval Place, London, S.W.7, and has joined the sales staff of H. A. Fox and Co., Ltd., 3-5, Burlington Gardens, London, W.1, official Rolls-Royce and Bentley retailers.

A notice board with easily changed, self-aligning plastic figures and letters has been introduced by Hill Brothers (Service), Ltd., Acton Works, Beaconsfield Road, Acton Green, London, W.4. The characters are fastened to a grooved felt backboard by sharp points, and the appearance is very satisfactory. Details are available upon request to the manufacturers.

A special Armstrong Siddeley display and service week was held recently by Reeve and Stedeford, Ltd., of Broad Street, Birmingham. On the first day approximately 100 people inspected the cars on display, and on the second day Mr. R. J. Ashley, general manager of Armstrong Siddeley Motors, Ltd., was present to meet trade guests.

At a dinner held recently at the Royal Scottish Automobile Club a presentation was made by the R.S.A.C. chairman, Councillor A. G. Murray, to the Scottish Motor Trade Association, represented by its president, Mr. Robert Anderson. The gift was to mark the golden jubilee of the S.M.T.A. and took the form of a handsome carved oak desk, bearing the crests of the two organizations, which will be placed in the new council room at the Association's headquarters in Edinburgh.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16877. 1930 1½-litre Aston Martin
"S.D.T."—All possible information and a handbook for International tourer.

No. 16878. 1936 Wolseley Fourteen
"W.L.B."—Any available information and a handbook.

No. 16879. 33 c.v. Hispano Suiza
"G.E.F."—All possible information, details on maintenance, particularly decarbonizing, and a handbook.

No. 16880. Handbooks Required
"I.W.F.T."—1938 18-80 h.p. Wolseley.
"W.O."—1936 Austin Seven.
"G.A.L."—1936 Jaguar S.S. II.
"K.R.M."—1936 Talbot 75
"J.H.P."—1938 Triumph Dolomite.
"G.H.P."—1933 10 h.p. B.S.A.
"R.R.H."—1938 Wolseley Fourteen.

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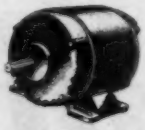

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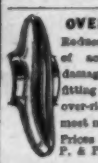

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£199	1951	**FORD** Consul saloon	£585
£129	1947	**M.G.** T.C. 2 seater	£385
£132	1946	**JAGUAR** 1½-litre saloon	£395
£262	1951	**JAGUAR** Mk. V saloon	£785
£299	1951	**JAGUAR** XK120 2 seater	£895
£105	1940	**AUSTIN** 12 saloon	£315
£115	1947	**AUSTIN** 8 saloon	£345
£129	1947	**AUSTIN** 10 saloon	£385
£142	1949	**AUSTIN** A.40 saloon	£425
£175	1951	**AUSTIN** A.40 saloon	£525
£199	1952	**AUSTIN** A.40 saloon	£595
£189	1951	**AUSTIN** A.90 Convertible	£565
£95	1939	**VAUXHALL** 14 saloon	£285
£132	1947	**CITROEN** Light 15 saloon	£395
£75	1936	**ALVIS** Speed 20 saloon	£225
£162	1950	**HILLMAN** Minx saloon	£485
£189	1952	**HILLMAN** Minx Convertible	£565
£199	1951	**TRIUMPH** Renown saloon	£595
£105	1947	**STANDARD** 8 saloon	£315
£112	1947	**STANDARD** 14 saloon	£335
£129	1948	**STANDARD** 14 saloon	£385
£55	1937	**MORGAN** Sports 2 seater	£165
£82	1939	**RAILTON** 17 h.p. saloon	£245
£129	1947	**VAUXHALL** 12 saloon	£385
£150	1949	**ARMSTRONG SIDDELEY** Hurricane	£450
£42	1936	**HUMBER** 12 saloon	£125
£72	1939	**STANDARD** 8 saloon	£215

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1948	**FORD** Prefect. Black. Taxed. V. sound.	£350
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Or hired 36 months inc. tax and ins.	£10	0	0
1938 **LANCHESTER** 14	£250	0	0
Or hired 36 months inc. tax and ins.	£11	15	3
1938 **AUSTIN** 8 Tourer	£150	0	0
Or hired 36 months inc. tax and ins.	£8	6	0
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Or hired 36 months inc. tax and ins.	£10	0	0
1936 **WOLSELEY** 14	£150	0	0
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40 Cars in stock. H.P. and other hiring terms arranged.

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1953 **AUSTIN** A.40 drophead coupe, grey, heater	£645
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1934 **BENTLEY** 3½-litre saloon, grey	£550
1935 **BENTLEY** 3½-litre saloon, black	£625
1948 **FORD** Pilot saloon, black	£325
1952 **FORD** Zephyr saloon, blue	£625
1951 **M.G.** 1½-litre saloon, maroon	£645
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'52	**AUSTIN** A.70 Hereford Saloon, heater	£615
'51	**AUSTIN** A.70 Hereford Saloon, heater	£555
'48	**AUSTIN** 16 h.p. Saloon, sliding head, radio, heater	£485
'52	**AUSTIN** 16 h.p. Hire Limousine	£895
'53	**DAIMLER** 2½-litre Consort Saloon, heater	£1,295
'53	**FORD** Zephyr Saloon, heater	£675
'51	**FORD** Prefect Saloon	£395
'48/49	**HUMBER** Pullman Limousine, radio, heater (new type)	£875
'52	**LANCHESTER** Leda 14 h.p. Saloon, heater	£895
'47	**OLDSMOBILE** 27 h.p. Saloon	£675
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'53	**WOLSELEY** 4/50 Saloon, radio, heater	£795
'52	**WOLSELEY** 6/80 Saloon, heater	£635
'53	**ARMSTRONG SIDDELEY** 18 h.p. Estate Car (manual gearbox)	£750
'51	**AUSTIN** A.40 Countryman Utility, heater	£495
'48	**FORD** 8 Utilecon	£275

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The Autocar

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USED CARS FOR SALE & WANTED — SPARES & SERVICE

A.C.

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1954 (October) A.C. Petite, 8,000 miles only, engine just run in, completely as new throughout; owner changing to larger car; taxed and ready to drive away; 259gns

HIRE purchase terms on the spot with no references, no formalities or guarantors. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6014 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

COACHCRAFT offer:—

£575.—1951 series (October, 1950, reg.) A.C. 2-litre sports saloon, one elderly country owner from new, used only for pleasure purposes, very low mileage, original throughout and particularly well kept, regularly serviced; no expenditure or replacements of any sort required; it would be difficult to find a superior example; available for A.A. or R.A.C. inspection; 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

B. J. HUNTER, Ltd., offer:—

1948 A.C. 16hp saloon, excellent condition throughout, hand-made car at bargain price of £450.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [C2040

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

165gns.—A.C., 1935, 16/56hp Greyhound sports saloon, ivory, blue leather, radio, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [C4018

1951 A.C. saloon, finished fawn with red leather, one owner, 26,000 miles, all new tyres, radio and heater, this car has been very well cared for and is faultless throughout. £745; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

XXX 1952 (May) A.C. 2-litre saloon, this one-owner car has been most carefully maintained, has delightful performance and is finished in black with chromium bright fittings and red leather upholstery. It is fitted with loose covers and link mats and is of immaculate appearance. Thoroughly recommended and offered with written guarantee at the attractive figure of £825 (terms, exchanges), by the sole A.C. distributors for London, Middlesex and Surrey.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

A.C. Cars Wanted

REALLY good A.C. required.—Stradling, 30, Harley House, N.W.1. [W1086

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

XXX H. F. Edwards offer immediate cash for good A.C. cars.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

ALFA-ROMEO

BARTLETT.—Alfa-Romeo 2.5 s/c 2-seater, £695; Alfa-Romeo 1750 s/c 2-seater, £575; Alfa-Romeo 1750 s/c coupe, £325.—27a, Pembridge Villas, W.11. [C1013

ALFA-ROMEO 1952 (Nov.) "1900" saloon, black with fawn cloth upholstery, heater, Lucas Flamethrower and other extras, exciting performance, 15-100 mph in top astonishing economy; £1,500; terms, exchanges.—Grimsby Motors, Ltd., Eleanor St., Grimsby. Tel. 56161. [8710

Alfa-Romeo Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

BARTLETT will pay more for good Alfa-Romeos.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848/9. [0214/R

SALES & WANTS
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MOTORISTS!
ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE
See page 95

ALLARD

GENUINE.—Genuine maker's P type Allard 2-door 4-seater de luxe saloon, specially ordered to specification copy of the actual 1952 Monte Carlo Rally winning Allard car, finished immaculate as original silver-grey cellulose, brilliant chromium plate, beautiful red leather upholstery, accessories to tone, polished interior woodwork, one owner, guaranteed mileage 27,000, maintained solely by the Allard Motor Co. since new, full history available; special modifications, etc., costing around an additional £1,000, as follows: fitted low ratio 4:1 rear-axle, centre-change remote-control manual synchromesh gear box, heavy-duty clutch; at 15,000 miles, additionally fitted special large 4,375 c.c. engine with raised 7.5:1 compression alloy-heads, waterproofed engine compartment; modified stabilizer, modified independent suspension, heavy-type telescopic shock-absorbers, special tyres, spare wheel recessed in front wing, thus giving enormous extra luggage capacity; equipped: shortened radiator grill, sprung steering wheel, K.P.H. speedometer, extremely comprehensive instrument panel, twin sun-visors, Smith's heater, demisters, air conditioning, opening quarter lights, built-in H.M.V. press-button radio with roof aerial and twin speakers, Trico windscreen washers, Regency loose covers, twin-tone horns, Lucas flame thrower, fog light and pass light, windscreen search-light, reversing light, four rearlights, automatic interior lighting, double dipper headlights, cigar-lighter, concealed ashtrays, chromium badge bar, twin wing-mirrors, etc.; really must be seen to be believed; superb performance; total cost approximately £2,600; offered at £598; written guarantee; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000

RAYMOND WAY.

RAYMOND WAY, Seven Kings branch.

RAYMOND WAY, the hire purchase specialists.

499 guineas.—1951 Allard P.1 saloon in magnificent condition resprayed blush grey with grey leather piped in white, set of new tyres, low mileage, one owner laid up 9 months; £175 deposit, balance 18 months.—Raymond Way, 775, High Rd., Seven Kings, Essex. Seven Kings 4066 [8735

B. J. HUNTER, Ltd., offer:—

1950 Allard P saloon, just fitted new tyres, really as new; £450.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

RICHARDS & CARR.—Always best value.

1951 K2 2-seater, one owner, spotless condition, £550.

1949 drop head coupe, Ekco radio, spot lamps, smart; £545.

35, Kinnerton St., London, S.W.1. Sloane 5424 [C3045

!!—Chipstead Motors Ltd.—See our advertisement under "Sports Cars." [C1046

ALLARD 1950 P.1 saloon, blue/red, much above average condition in all respects; £450, or offer.—Wheelers (Newbury), Ltd. Tel. 1020-1. [9118

395gns.—Allard, 1949, foursome drophead coupe, steering column gear change, radio, excellent condition; terms exchanges.—Rowland Smith, below.

365gns.—Allard September 1948, sports 4-seater, tonneau cover, excellent condition; choice of 5 Allards; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

MAYFAIR COUNTRY CARS.—1951 (July) J.2 2-seater De Dion axle; £550; terms; exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0151. [C3008

£555.—1951-2 Allard saloon, magnificent specimen, 19,000 miles, one titled owner only, used as second car, irreplaceable condition, 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1949 Allard coupe one owner fitted 5½-litre Cadillac engine and close ratio box, Rudge wheels, condition and appearance as new, terrific performance; £850.—Stourcliff Close Garage, Stourcliff St., W.1. Paddington 9258. [9112

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALLARD

ALLARD.—Professional man offers M2X coupe, metallic blue, blue leather, radio, heater, 15,000 careful miles since new Feb., '52; £650.—Pin 3260. [9170

£525!!! P1 saloon 1951, very late type model, with shortened radiator grille and other 1952 features, improved type suspension, reasonably moderate mileage, built-in heater, etc., nice condition; choice of 6 others, saloons, drop heads and 2-seaters. CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

£575.—1951 (Sept.) Allard P1 sports saloon, very carefully used, new engine fitted Nov., 1953, H.M.V. radio, heater, screenwash, most attractive, cost new £1,750; 3 months' guarantee; terms and exchanges. —Motor House, Stourton, Nr. Worcester. Tel. Peopleton 275. [9064

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Allard.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2 Tel. Gladstone 6303. [W2040

BARTLETT will pay more for good Allards.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

REQUIRED, good used Allard.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

RICHARDS & CARR, the best Allard buyers.—35 Kinnerton St. London. S.W.1. Sloane 5424. [W3045

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ALVIS

B. J. HUNTER, Ltd., offer:—

1951 Alvis 3-litre saloon, superb car, genuine 100 mph; £895.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2 Gladstone 6303. [C2040

BROOKLANDS: Alvis London distributors.

1953/4 Alvis 3-litre sports 2-seaters.

1952 Alvis 3-litre saloon, small mileage.

1951 Alvis 3-litre 4-door saloon; £950.

ABOVE cars guaranteed; from £950.

DEFERRED terms, confidence, solidity, security.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

ALVIS 12-70 tourer, twin carb., h.c. engine, 1939; offers.—The Royd, Todmorden. [9145

1949 Alvis foursome coupe, one owner, works reconditioned engine; price £595.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [9088

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

1936 16hp saloon, black, red leather, taxed year; £150.—K.J. Motors, Ltd., Bromley, Ravensbourne 3456. [9071

1951 Alvis 3-litre saloon, maroon and silver, equipped with heater and other extras, one owner; £1,095.

PARKERS, Ltd., 176, Deansgate, Manchester. Deansgate 4507. [9132

ALVIS 3-litre saloon metallic grey, late 1951, 1952 modifications, one owner, 16,000 miles; £925.—Campbell Symonds Arnold 2246 [C1037

1950 Alvis T.A. 14 saloon, finished in black with fawn leather, 26,000 mls., one owner, history available, excellent condition; £775.

CENTRAL MOTORS (SHEFFIELD) Ltd., Alvis Distributors. 22898 & 22625. [9116

1935 Alvis Speed 20 Charlesworth sports saloon, superb; £215.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053/1

595 gns.—Alvis 14 1949, foursome drop head coupe, black, fawn leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

325 gns.—Alvis 12/70, 1939, sports saloon, sliding head, leather, radio heater, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1936 First registered June, 1937 16.9 Silver Eagle, whole car first-class, overhauled, maintained makers, any inspection, many extras. Scott, Cedar Drive Bromsgrove, Worcs. [9166

1949 Alvis 1½-litre saloon, new engine, 11,000 miles, fitted radio, heater, windscreen washers; in new condition throughout; £595.—Grosvenor Motors, 185, Oxford Rd., Manchester, 13. Ardwick 2950. [9285

1939 Speed 25 Charlesworth sports saloon, completely stripped, overhauled and rebuilt by Alvis, Ltd., costing over £800; many new components, including engine differential, suspension, steering batteries, tyres, etc., numerous extras, recellulosed Alvis maroon, two discriminating owners, guaranteed genuine superlative condition throughout with very high class performance, for connoisseurs of a really unique example of Classic motor car, this is it !!! £525.—15, Cowl St., Shepton Mallet. [9195

ALVIS

ALVIS Silver Eagle 16.90 late 35, V.D.P. 4-seater, 4-d. aluminium coach-built saloon, black, over £80 spent on this car since August last, all receipts available, a really fast sporting, short coupled chassis, it is attractive, most economical, super finish, clean inside and outside, a most attractive, thoroughly reliable pedigree motor car, must be driven to thoroughly appreciate its super outstanding performance, 500-miles trial, also photo to genuine enquirer, sacrifice to good home, £160.—18, Clarence Rd., Manchester 21. Cheriton 1288. [9190

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Alvis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

ALVIS 3-litre 1951/2; give fullest details and lowest price for cash.—Vivian, Pinchbeck, Spalding. [9188

PERFORMANCE CARS urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

GOOD post-war 12-14hp saloon wanted, pref. one owner.—Traynor Motors of East Ham. Gra. 2530/5834. [W4032

PRIVATE buyer requires Alvis 3-litre drop head, Lagonda, Jensen etc., considered.—Particulars and lowest price to Holt, Dunston, Stafford. [9138

GATEHOUSE MOTORS are buyers of Alvis cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [W2021

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 852, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams. Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel 5501. 'Grams: Alvis, Coventry. [0391/R

CHARLES POLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591/R

KINGSTON-ON-THAMES, Alvis agents & specialists.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St. Kin. 2241-2. [84055/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [6453/R

LANCASHIRE and Cheshire sales, service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0589/R

AMERICAN CARS

SIMPSON'S offer:—

RHD 1949 Buick all equipment, radio, heater, seat covers, immaculate.

RHD 1951 Nash sedan, 4-door, radio, heater, extras, brown/gold, low mileage.

1951 Cadillac Model 61, Hydramatic, radio, heater, Whitewall tyres, all extras, black.

1947-8 Cadillac convertible, 2-door, radio, heater, all extras, Hydramatic, cream, moderate mileage.

1952 Chevrolet 2-door, dual brown, fitted with all extras.

1952 Chevrolet Super de luxe, 2-door, radio, heater, immaculate.

1951 Chevrolet de luxe, 4-door, all extras, green, 20,000 miles.

1949-50 Chrysler New Yorker, 4-door, radio, heater, all extras black, 25,000 miles.

1949 Lincoln 2-door, overdrive, radio, heater, all extras, moderate mileage.

1951 Oldsmobile, 2-door, radio, heater, electric windows, Hydramatic, black, 22,000 miles.

1947 Oldsmobile, 4-door, green, moderate mileage.

1949-50 Plymouth station wagon, radio, heater, all extras, l.h.d., grey, moderate mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

1949 (November) Cadillac model 62 sedan, radio, heater, nylon covers, 18,000 miles, brand new condition.

ALSO under classified headings.—1952 Chevrolet, 1953 Studebaker, 1949 Buick, 1948 Packard, 1947 Oldsmobile.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4036

JOE THOMPSON MOTORS, Ltd., offer a selection of late model American cars.—91-95, Fulham Rd., South Kensington. Kensington 4858 [C4028

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars, enquiries invited.—13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. (Adj Leicester Sq. Tube Station.) [C1027

1947 (December) American Ford de luxe 4-door saloon, black, brown leather, massive late style front grille, radio, heater, only 6,000 miles on new engine, 20 m.p.g. guaranteed; snip at £435; terms, exchanges.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd. Enfield. Tel. Enfield 3150. [C1075

8-passenger 1947 Packard Clipper saloon, ideal Continental touring, widest forward occasionals, lavishly equipped, capacious boot; £785.—Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941 [C1006

AMERICAN CARS

CAMDEN MOTORS offer post-war models:

1952 Chrysler Windsor right-hand drive, 9,000 miles, virtually as new throughout.

1950 Studebaker Champion right-hand drive saloon, 22hp model, with overdrive and all extras.

1949 Buick Super 8 saloon, 4-door series, very low mileage indeed.

1949 Packard Super 8 right-hand drive 4-door saloon, unblemished, all extras.

1948 Packard Clipper saloon, right-hand drive, registered here 1950, but one owner since 1948, chauffeur kept.

1947 Packard Clipper saloon, right-hand drive, bills for £120 overhaul.

1947 Buick Roadmaster saloon, series 70, right-hand drive, 31,000 miles.

PRE-WAR models:

1940 Hudson 16.9 saloon, just undergoing body recellulose; £245.

1940 Hudson 16.9 drop head coupe, with radio, heater, Carlton foumome; £265.

1940 Pontiac Streak drop head coupe, radio, heater; £295.

1940 Buick Super 8 saloon, one owner since 1945; £295.

1939 Buick Viceroy saloon, overhauled by concessionaires; £295.

1939 Buick Carlton drop head, superb specimen; £295.

1938 Buick drop head coupe, Fisher special body; £195.

1938 Buick Viceroy saloon, unused 1939-1946, genuine 42,000 miles; £250.

1937 Hudson Straight 8 saloon and drop head; £145.

ALSO Studebaker Champion, Dictator and Commander models, 1937-1939.

CALL, write or 'phone for details.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. [C1035

£695!!! 1949 (reg.) Studebaker 26hp special Landcruiser 4-door sports saloon, l.h.d., magnificent super modern low shape, genuine million dollar look and similar to 1952 series, magnificent condition, small mileage.—Below.

£645!!! 1948 Oldsmobile 2-door sports saloon, impeccable condition, magnificent specimen motor car at very low price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

CHRYSLER Hydramatic fluid drive 8-cyl 1947 (registered 1951) l.h.d. New Yorker power-operated drop head 6-seater coupe, air conditioner, push button radio, one owner; a bargain, £585.—Vandervells, 215, Haverstock Hill, Belsize Park, N.W.3. Pri. 4441. [C4037

American Cars Wanted

ATTENTION!!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 8691/3903. 345, High Rd., Wembley. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require American cars.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane. Adj. Leicester Sq. Tube Stn., W.C.2. Temple Bar 3588. [W1027

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd. (England's largest distributors), offer:—

1952 Armstrong Siddeley Whitley saloon, black, preselector, one owner, £825; one week's free trial, guaranteed; deferred terms available.—184-188, Gt. Portland St., W.1. Museum 1001. [C3039

CAR MART, Ltd.

LONDON distributors.

1952 Armstrong Siddeley Lancaster saloon, heater; £795.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

B. J. HUNTER, Ltd., offer:—

1951 Armstrong Siddeley 18hp saloon, chauffeur driven, definitely unmarked; £675.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel Gladstone 6303 [C2040

HAROLD SIMONS, Ltd., offer:—

1948 Armstrong Siddeley Hurricane drop head foursome, black, brown leather, heater, spot light, fitted special hood with rear quarter lights, an excellent car throughout; £435.—Below.

1950 Armstrong Siddeley Lancaster 4-door saloon, black, brown leather, heater, sun roof, spot light; an immaculate car in excellent mechanical condition; £595; trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Road, 5 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer:—

1939 Armstrong Siddeley 17hp saloon, finished blue, blue leather, taxed for year, good condition throughout; £225.

1953 (Nov.) Armstrong Siddeley Hurricane drop head coupe, finished blue, blue hood and leather upholstery, radio, one owner, mileage 5,000 only, as new condition throughout; £950. [C1001

1939 16 Armstrong 4-dr. sal., black; £225.—Tickford, Ltd., Tem. Bar 5338. [C4029

1950 Armstrong Hurricane drop head radio, heater immaculate; £535

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

ARMSTRONG SIDDELEY 1948-9 Lancaster saloon, black brown leather radio, heater, bench front seat; £495.—Hillwood Motors, Mill Hill 4232. [9022

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

1949 Armstrong Siddeley Hurricane coupe, radio and heater, at present undergoing pre-sale checkover.

CHARLES FOLLETT, Ltd., showrooms, 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

CAMDEN MOTORS for limousines; the largest selection in the country; 65 in stock including Armstrong Siddeleys.—See Limousine classified. [C1055

1948 Armstrong Siddeley Hurricane, immaculate condition, one owner, Army Officer now posted Far East; £440.—Eus. 3051, ext. 131. [9220

1949/50 Typhoon, immaculate condition, new engine just fitted, real opportunity; £525!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723.

1948 Armstrong Typhoon saloon, black with brown hide, superb low mileage car, immaculate throughout; £475.—71, Welsden Ave., Luton 5614. [9327

1953 (June) Armstrong Siddeley Sapphire saloon, radio, heater, etc., small mileage, as new.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1949 (March) Armstrong 2-door sports saloon, black with brown leather, heater, quite immaculate, just completely overhauled by makers; owner deceased; £545.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

1950 Armstrong Siddeley Hurricane, black, green hide, moderate mileage, fully guaranteed; £575.—Silverthorne Motors, Ltd., 11, Fitzroy Square, W.1. Euston 7811. [C4011

1951 Armstrong Siddeley Whitley saloon, langham grey, red leather unmarked, beautiful specimen; £695.—O. E. Harper, London Road Garage, Stevenage. Tel. 700, after 6.30 p.m. 294. [9506

1940 Armstrong Light 16, sun roof saloon, black, beige hide, exceptional condition throughout; £285; terms and exchanges.—Naylor & Root, Ltd., 25, East Hill, Clapham Junc., S.W.11. Batt. 2252. [C3022

ARMSTRONG SIDDELEY limousine, 18hp, partitioned, forward occasional seats, black, preselector gear box, first-class throughout; £915.—Reeve & Stedeford, Ltd., Broad St., Birmingham. Mid. 0842/3. [9047

ARMSTRONG SIDDELEY limousine 7-passenger 1938 26hp, blue/black leather interior, beautiful condition, perfect mechanical order, taxed year; £425.—Frankland's Garage, Wellington Rd., Wanstead, Wan. 9809. [9156

1951 (May) Armstrong Siddeley Whitley saloon, one owner, 22,000 careful miles, unusually well maintained; £775; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4055

ARMSTRONG SIDDELEY Hurricane drop head coupe, one careful owner since new (10th June, 1951), colour grey, wireless, heater, taxed until December, always regularly serviced and maintained by us; price £650, no offers.

BROWNE & SONS (LODDON), Ltd., Loddon, Norwich, Norfolk. Tel. Loddon 315/6. [9511

£395!!!—March, 1947, Typhoon sports saloon, 16hp model, de luxe series with leather upholstery, built-in air-conditioning, synchromesh, seats, Lucas flame-thrower passlight, quite a nice car all round, excellent tyres.

£495!!!—1949 Lancaster 4-door de luxe series saloon, one previous owner, car returned to makers in 1952 for comprehensive overhaul, original dark blue cellulose.

ALSO available, 4 Hurricane coupes, 1947-1952, and two 1952 Whitleys, one manual and one preselector model.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055/1

£385.—Armstrong Siddeley Hurricane 1947 drop head coupe, 51,000 miles, rebored, new tyres, original good finish in beige, sound in every way, new battery, taxed Dec.; terms, exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558. [9096

1938 Armstrong Siddeley 14hp saloon, black, faultless condition internally and externally, double dip, screenwasher, heater, etc., owned and maintained by enthusiast, must be seen; £250, or offer.—Wilde, 4, Milverton Hill, Leamington Spa, Leamington 2229. [9207

365 gns.—Armstrong Siddeley, 1947, Hurricane four-some drop head coupe, leather, manual gear change, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

XXX Particularly attractive 1952 (March) Armstrong Siddeley Whitley saloon, finished dark blue with blue leather and loose covers, heater, really immaculate one-owner car, thoroughly recommended; written guarantee; £795; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

LIMOUSINES, 18hp/1951, partition, forward occasionals, leather throughout, 1953-condition, 15,000 genuine mileage, privately chauffeured, another, 1951, cloth upholstery, 21,000 miles, immaculate, £895. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266; official Armstrong Siddeley retailers and repairers.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [W2010

PASS & JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [0835/R

Armstrong Siddeley Cars Wanted

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel Sta 8000, Seven Sisters Rd., Tottenham, N.15. [0183/R

XXX H. F. Edwards offer immediate cash for good Armstrong Siddeley cars.—Details please to 28/30, Upper High St., Epsom, Surrey. Tel. 9600. [W2001

7-SEATER, 1951/52, private 18hp Limousine, also private 25hp small mileage 1938/39 Limousines. Alpe & Saunders Ltd., 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists; complete overhauls and engineering services; 48-hour exchange engine and gear box services; quick, guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes; exchanges, reconditioning 48 hrs.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0644/R

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spares part.—Works: The Hyde, Edgware Rd., Hendon, N.W.9 (Colindale 5431). [0760/R

ASTON MARTIN

BROOKLANDS, Aston Martin sole distributors.

1954 D.B.2/4 models available, show and demonstration.

1952 Aston Martin D.B.2 saloon, immaculate, guaranteed.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

BARTLETT.—Aston Martin 1954 DB2/4, wireless, etc., mileage 1,500; £1,475.

ASTON MARTIN 1939 model 2-litre, 80mph, drop head coupe; £295.—27a, Pembridge Villas, W.11. [C1013

1953 Aston Martin D.B.2, Vantage engine, bronze red leather, low mileage, perfect; £2,150.—Dorking 3381. [8996

1951 DB.2 saloon, unique car, the one and only supercharged model, recellulosed and completely reconditioned 1953, not raced since, many special features, alternative two- and four-carburettor unsupercharged layouts, fitted heater, bumpers and all touring equipment; £1,850, including numerous spares.—Peter Clark, Broadway Works, Millwall, London, E.14. [8854

XXX Very attractive 1937 (March) 2-litre Aston Martin sports 4-seater tourer, finished in suede green and chromium with silver wire wheels and fawn leather upholstery, this car is very fully equipped and has recently had an extensive engine overhaul and is altogether in most attractive condition and must be seen to be appreciated; thoroughly recommended with written guarantee; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

BARTLETT will pay more for good Aston Martins.—27a, Pembridge Villas W.11. Bayswater 0525. [W1013

Aston Martin Spares and Service

FRIARY MOTORS Ltd.,

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0195/R

AUSTIN SEVEN

£150.—Fast reliable 1937 Nippy, radio, heater.—Parsons, Blacknest Lodge, Ascot, Berks.

1954 Austin 7 4-door saloon, black, negligible mileage, fitted heater; £485.—Apply, Buntings Motor Exchange, Harrow. Tel. 6225-6. [9241

1937 Austin 7 2-seater, outstanding example, blue and black, carefully used; £125.—Elliott Engineering Co., 14a, Pembridge Mews, W.11. Bayswater 3314. [9267

FOR sale to any enthusiast willing to pay £100 for an almost completed special body on Austin 7 chassis, reason for selling lack of time, cash and space.—G. Lloyd, 7, Balliol Rd., Coventry. [8975

175 gns.—Austin 7, 1936, Nippy sports 2-seater, cream, red leather, excellent condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1939 Austin Big 7, 4-door, leather interior, new battery, brakes relined, good tyres and engine, paint average, 40 mpg. £175 o.n.o.; h.p. arranged, £60 deposit.—25, Ringshall Rd., St Pauls Cray, Orpington, Kent. [9175

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A30

£485.—1952 (August) Austin A30 4-door saloon, beige, 7,000 miles, fitted heater, in beautiful condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

DECEMBER, 1953, Austin A30 2-door saloon, available April 28th, fitted A40 heater; £475.—Dowson, Ruscombe Cottage, Twyford, Berks. Twyford 166. [9517

Austin A30 Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297, Euston Rd., N.W.1. Euston 1212 [0925/R

RICHARDS & CARR buy Austin A30.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

1946 Austin 8 saloon; £285.

1939 Austin 8 saloon; £185; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1947 Austin 8 saloon, grey, heater; £517.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

1947 Austin 8 4-door saloon, radio; £320.—Jack Pogner (Autos), 595, Hendon Way, N.W.4. Hendon 1425-4. [C3065

1947 Austin 8 4-door saloon, black with blue leather; £275.—Starnes Motors, 105, Cricklewood Broadway, N.W.2. Gladstone 2480. [9291

£222!!! 1940 Austin 8 saloon, excellent condition, carefully used, choice also 2 others; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052

1947 (November) Austin 8, 4-door, sunroof, dual tone pale and dark green in really lovely condition throughout, tailored loose covers, demister, spotlamp; £345; including year's tax; h.p. possible or any small pre-war saloon in part exchange.—Col. 7542. [9202

Austin Eight Cars Wanted

WANTED for private owner Austin 8 or 10, '46-'47.—65, Highbury Park, N.5. Canonbury 1650. [9250

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

AUSTIN TEN

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1947 Austin 10 Martin Walter Utilecon, recently repainted in 2-tone grey, seats 7 people comfortably, all seats fold flush to floor, very sound mechanically 329gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1943 Austin 10 saloon, two owners, blue/brown upholstery, highly recommended; £250.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

£365.—Austin 10 1947 4-dr. sln., an exceptional car mechanically, good cellulose; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges; h.p. [C1017

1948 Austin 10 saloon; £300; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

£120.—1935 Austin de luxe Lichfield saloon, excellent condition, 2 owners, carefully used.—Box 4490. [9059

1939 Austin 10 Cambridge 4-door saloon, black, mechanically sound a popular car, nice condition throughout; £230.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1946 Austin 10 de luxe saloon, recellulosed, recently overhauled, taxed for year, an exceptional car throughout; £335.—Cole's Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

1936 Austin 10hp saloon, rebored engine, very clean body and interior; £98 or £49 deposit balance 22/8 a week for 12 months.—Heathfield Garage, Heathfield Rd. Wandsworth Common, S.W.18. [9802

275 gns.—Austin 10, 1939, model Cambridge de luxe saloon, sliding head leather, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

PRIVATELY owned Austin 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

AUSTIN A40

ALWAYS

AUSTIN A40s. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

CAR MART, Ltd.

LONDON distributors.

1952 Austin A40 Somerset saloon, radio, heater; £625.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

BOON & PORTER Ltd

1951 (Nov.) Devon saloon, black, brown leather, column gear, heater; £495.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

ELITE MOTORS offer:—

1949 Austin A40 saloon, heater, green; £425.

1951 Austin A40 saloon, heater, black; £525.

1952 Austin A40 saloon, heater, green; £595.

CHOICE of 9 other post-war Austin 8, 10 and A40 saloons.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C2005

ELM AUTOSALES, offer:—

WORKS mileage A40 Somerset, one week old, beige, red leather, overriders, exactly as new; £695.—Below.

1949 (October) A40 de luxe saloon, one owner, low mileage, sun roof, heater, leather, green cellulose unmarked, tools unwrapped, completely original condition; £485.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2007

B. J. HUNTER, Ltd., offer:—

1952 Austin A40 sports, remarkable condition; £595.

1951 Austin A40 saloon, special export model; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [C2040

AUTOMOBILIA, Ltd., offer:—

1952 Austin A40 sports convertible coupe, green, beige leather, heater, fog lamp, low mileage, exceptional condition.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

WANSTEAD MOTORS, Ltd., offer:—

1953 Austin A40 coupe, grey, heater, one owner, low mileage; £635.

WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford. Valentine 1155-6-7. [C4042

1952 model A40 saloon, one owner; £565.

1951 Austin A40; £515, hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Austin A40 Countryman, dark green, heater, overriders; £742/11/6.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

SUSSEX.—Lancing Motor Works, Ltd., Lancing, offer:

AUSTIN A40 Somerset saloon, 1952, grey with brown leather, one owner, small mileage, practically new condition; £575; taxed year. [9300

1951 Austin A40 saloon, grey with brown upholstery, 9,000 miles, one owner, carefully used; £575.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951); and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

1949 Austin A40 sal., one owner, grey, excellent, heater.—Tickford, Ltd., Tem. Bar 3338. [C4029

1949 Austin A40, 15,000 miles only; £465.—Jack Poznor (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

£475.—1949 Austin A40 Devon de luxe saloon, blue with blue leather, good tyres, taxed, in excellent condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2255. [C1070

£465!!! 1950 Austin A40 saloon, leather, heater, small mileage; choice of 2; 3 months' guarantee; hire purchase; exchanges.—Rowland Smith, below.

LAMBS OF WOOD GREEN, Finchley Showrooms 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1952 Austin A40 Somerset, beige, heater, one owner, 18,000 miles; £570.—Vandervelle, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1949 model A40 4-door saloon, sun roof, a very good car; £425.—Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [9292

575 gns.—Austin A40, October 1952, Somerset saloon, Romney blue, fawn leather, heater, one owner, exceptional; terms, exchanges.—Rowland Smith, below.

445 gns.—Austin A40, 1951, Devon saloon, sliding head, leather, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Austin A40, October 1948, Dorset saloon, grey, brown leather, heater, excellent condition; choice of ten A40s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

G & M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1940 Austin A40 Pick-up, excellent order; £265.—6-7, Warren St., W.1. Euston 3268. [C1005

1949 A40 saloon one careful owner, excellent condition throughout; £465.—L. F. Dove, Ltd., 69, Broadway Wimbledon, S.W.19. Liberty 3456. [C1077

ARCHIE SIMONS & Co., Ltd., 1953 model A40 Countryman, green, nominal mileage, one private owner; £565.—94, Gt. Portland St., W.1. Lan 1343. [C4013

1953 Austin A40 Somerset saloon, heater, guaranteed; £595; exchanges; terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704/5968. [C3034

JACK Rose, Ltd., offer 1953 Austin A40 coupe, a beautiful car, in grey, almost as brand new; accept £635.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

AUSTIN A40

WALTER SCOTT, Ltd.—1949 Austin A40 Devon, blue, heater, excellent condition; £425.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri. 5914. [C4006

1951 Austin A40 saloon, heater, grey, blue leather, one owner, carefully used car, exceptional condition throughout.—Northways Garage Swiss Cottage, N.W.3. Primrose 1127. [C3026

1952 model A40 Devon sun saloon, steering column gear, brown leather, heater, 19,000 miles, one owner, excellent condition; £550.—86, Lower Park Rd., Hastings, Sussex. Hastings 6726. [9279

TANKARD & SMITH, Ltd., offer 1951 Austin A40 GS3 saloon, black/brown leather, heater, one owner, low mileage; £555; 3 months' written guarantee.—194/198, Kings Rd., Chelsea, S.W.3. Tel. Flaxman 4801/2/3. [C4026

PRIDE & CLARKE, Ltd.—1951 Austin A40 saloons, grey/blue, green/brown, low mileage, heater, choice 2 from £499; 1949, green/beige, heater, one owner, £429; 1948, green/beige, heater, £399; 3 months' guarantee; terms; exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Austin A40 Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhope House, 320 Euston Road, N.W.1. Euston 1212. [0957/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

PRIVATELY owned A40.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

GOOD A40 wanted; immediate cash.—Lib. 1604 or Vig. 8976. [W3048

A40 saloon or sports wanted.—45, Shirehall Park, N.W.4. Hendon 1648. [9114

TOP price paid for A40 or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 3676. [W5016

AUSTIN TWELVE

OVERSEAS CARS, Ltd., offer:—

1947 Austin 12 saloon, black, brown upholstery, heater; £375.—For other Overseas car bargains see page 59

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3031

1940 model Austin 12, immaculate condition; £265.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

AUSTIN 12-4 1947 sunshine saloon, one owner, heater, perfect condition, any examination; £375.—Duffield 13, Guildford Rd., Horsham. Tel. Horsham 6. [9172

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN SIXTEEN

CAR MART, Ltd.

LONDON distributors.

1952 Austin 16hp hire limousine; £895.—Car Mart, Ltd., 37, Davies St., Grosvenor Sq., W.1. Mayfair 5011. [C1039

CAR MART, Ltd.

LONDON distributors.

1948 Austin 16hp saloon, radio, heater; £485.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

BRADSTOCK MOTORS, Ltd., offer:—

£545.—1949 (March) Austin 16 Countryman, 4-door, oak body by Austins one owner, low mileage, literally unmarked inside and out, a perfect example of this very rare model.—Chase Rd., Epsom. Tel 633. [C1090

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 Austin 16 saloon, in immaculate condition; £475.—Watford Way, Hendon Central, N.W.4. Tel Hendon 8084-5. [C2034

DAGENHAM MOTORS, Ltd., offer the following car:—

1948 Austin 16 sun/saloon, radio and heater, recon.; £485.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 5388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [C1066

1948 Austin 16, black and blue, excellent mechanically, superb condition; £395.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

FUNERAL TRADE. Hearse Austin 16, Austin A70, brand new, early delivery, illustrated brochure, write

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Head office Enquiries, Station Approach, Kew Gardens. Richmond 1161. [9083

1947 (Oct.) Austin 16, heater, low mileage, one owner, sale through death, £375.—Silchester 259. [9159

1948 Austin 16, heater, loose covers, excellent condition; £415, or would take a smaller car and cash.—Tel. Hertford 2962. [9320

1948 Austin 16 saloon, black, one owner; £465.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Adcscombe 3066. [C1076

1948 (October) Austin 16, heater, immaculate £425.—Jack Poznor (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1948 (October) saloon, blue, brown leather and cloth, heater and fog lamp, excellent condition; £435.—Robbins, East Putney. Tel. 4581. [C3010

AUSTIN SIXTEEN

£385.—1948 Austin 16 saloon, recon. engine, immaculate.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

1948 Austin 16 saloon, black, brown leather, fitted heater and radio, taxed year, excellent condition throughout; £395.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1078

ROYS offer a grand 1947 Austin 16 saloon; £365; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

G & M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1949 Austin 16, one private owner; similar car, 1947, both cars above average condition.—6-7, Warren St., W.1. Euston 3268. [C1005

1948 series Austin 16 saloon de luxe, genuine original condition, finished black with brown hide interior, fitted wheel embellishers and extras, very desirable car at a popular price, late property of titled gentleman; £375; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. [8910

HIRECAR Limousine, 1951, partitioned, 7-forward, leather, moderate mileages, black, certified mechanically. £675. Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin Sixteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HIRECAR Limousines urgently required, cash waiting. Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN A70 & A90

W

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1952 (November) Austin A70 saloon, 9,000 miles only, one owner, immaculate car; £675.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

ALWAYS

AUSTIN A70s. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

ACRES offer:—

1950 Austin A90 convertible, radio and heater, many extras, electrically operated; £565.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

LONDON distributors.

1952 Austin A70 Hereford saloon, heater; £615.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

RUSSELL MOTORS, Ltd., offer:—

1952 Austin A90 saloon, 16,000 miles, one owner, black and red leather; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

WARWICK WRIGHT, Ltd., offer:—

1952 (October) Austin A70 Hereford saloon, black, heater, 21,000 miles; £625.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1950 (November) Austin A90 convertible, 26,000 miles only, radio, heater, very good example; £535.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 Austin A70 saloon, fitted radio, heater, taxed year, excellent condition throughout; £465.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Austin A70 Hereford, grey, fixed head, blue hide seats, heater, electric clock; £889/7/6.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

1950 Austin A70 saloon, finished in pastel green; £445.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

1951 convertible (electric), blue, one owner, radio, small mileage; £565.

PAGET AUTOMOBILES (CHEAM), Ltd., 50, Upper Mulgrave Rd., Cheam, Surrey. Tel. Vig 0184-5. [9049

1952 (March) Austin A90 saloon, 21,000 miles, one careful owner.—Weybridge 609. [C1023

1950 Austin A70 saloon, one owner; £485; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey Mountview 5228 and 5774. [C4054

1950 (November) A90 drop head, radio, heater, electric hood and windows, one owner, perfect; £525.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

AUSTIN A70, 1950, black, one owner, with heater; £450.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

1952 Austin A70 saloon, beige, brown leather; £595.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022

£575.—Austin A70 shooting brake, 1951, 4-door smart wooden bodywork, fitted with heater, one owner.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90

1951 A90 saloon, one owner, heater, low mileage; £575.—Richards & Carr, 35, Kinnerton St., S.W.1. Sloane 5424. [C3045

1950 Austin A70 saloon; £475; choice of two.—Hillingdon Motors, 325, Long Lane, Hillingdon. Tel. Uxbridge 8588-9. [C2062

1950 Austin A70 saloon, guaranteed; £445; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

1952 Austin A70 Hereford sunshine saloon, heater, one owner, excellent condition; £595.—E. L. Mendel, Ltd., 85, Gt. Portland St., W.1. Langham 2261-2. [C3067

1953 (June) Austin Hereford A70, 5,000 miles, guaranteed, black, radio, heater, etc.; £725.—Driscoll, 31, Riverdale Gardens, Twickenham. Popesgrove 1552. [9214

1950 Austin A90 convertible, radio, heater, low mileage, beautiful condition; £535.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5215. [C4056

1952 (August) Hereford saloon, beige, excellent condition, well driven and maintained, 20,000 miles, licenced, no additional expenditure necessary; £590 or near offer.—Sloane 6975. [9321

1951 (May) Austin A90 hard top 2-door saloon, black with red hide and heater, low mileage, a beautiful car in every detail; £625.—Pantiles Service Garage, London Rd., Guildford 5326. [C3055

1950 Austin A90 convertible, all-electric, finished in cream, red leather interior, fitted radio and heater; £525.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

ARCHIE SIMONS & Co., Ltd.—1953 Austin A70 saloon, colour green/brown hide, sun roof and heater, one private owner, genuine mileage 13,000 only.—94, Gt. Portland St., W.1. Lan. 1343. [C4015

JACK ROSE, Ltd., offer 1952 Austin A90 saloon, black with red hide, 15,000 miles only, stored 9 months, in marvellous condition throughout; £675.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

LATE 1952 Austin A90 hard top saloon, one owner and genuine 15,000 miles, fitted with radio and heater, unblemished condition throughout; will deliver anywhere in Great Britain; £695.—The County Garage, Lancaster Rd., Morecambe. Tel. 207. [9051

1952 series Austin A90 Atlantic saloon, black/cream, hide interior, radio and heater, low mileage, almost new condition; £650; consider part exchange.—14, Offington Gdns., Worthing. Swandean 849. [C4027

1951 (October) Austin A70 estate car with large coachbuilt body, in excellent condition, heater, taxed to Dec., one owner only, original cost over £1,200; now offered at £650.—H. Norman Pitt & Co., Ltd., Amesbury, Wilts. Tel. Amesbury 2153. [9332

Austin A70 and A90 Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [0353/R

PRIVATE buyer wants 1953 A70 Countryman, low mileage.—East Horsley 304. [9059

A70 Countryman low mileage, privately.—Tudor 3000 evenings. 150 Cranley Gdns., N.10. [8999

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

AUSTIN EIGHTEEN

G & M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1939 Austin 18 Ivor saloon, 7-seater limousine, one private owner, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005

£485!!!—Dear but worth it: Austin 18 Windsor 1939/40 7-passenger long chassis, the most beautiful specimen vehicle we have had with interior original and like new, small mileage, beautiful bodywork and ready for immediate use; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Austin Eighteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

7-PASSENGER privately owned 1938/39 Limousines, also Saloons, urgently required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN TWENTY

MAYFAIR limousine, black, face-forward seats, leather throughout, very good condition; £195.—Golly's Garage, Earls Court Rd., S.W.5. Fre. 6375. [9100

AUSTIN A125 & A135

W

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1951 Austin Sheerline, black with leather upholstery, very good condition, mileage 30,000, one owner; £625.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

ACRES offer:—

1949 Austin Sheerline saloon, grey, heater and radio, beautifully kept and maintained, indistinguishable from new; £595.

ACRES AUTOS, Ltd., 136-138 Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002

BENTALLS, Ltd.,

1951 Austin Sheerline saloon, 18,000 miles; £745.—Kingston-on-Thames. Kingston 1001. [9346

AUSTIN A125 & A135

NEWNHAMS, Ltd.

1949 Austin Sheerline saloon, one owner, exceptional condition throughout; £585.

NEWNHAM House, 235-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

PHILIP RICKARDS, Ltd., offer:—

1951 Austin Princess saloon, black, 18,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C5051

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1950 Sheerline saloon, heater and radio.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Austin A125 Sheerline, sliding head, black/beige, heater, radio; £1,852/14/2.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

FUNERAL TRADE. New Sheerline Hearse immediate delivery; Write for Brochure. Attention address. ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Head Office, Hearse Enquiries, Station Approach, Kew Gardens. Richmond 1161. [9084

AUSTIN Princess 1950 28,000 miles, magnificent appearance, offers.—Secretary, 19, Poole Rd., Bournemouth. [9168

1953 (September) Sheerline saloon, showroom use only, 425 miles total, black/beige; £1,385.—Sands, Burnham, Bucks 1084. [9044

1951 (November) A125 Sheerline, 32,000 miles, black; £725.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1951 Sheerline saloon, superb condition, low mileage; £695.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037

1951 Austin A125 Sheerline saloon, black with beige interior, heater, radio, moderate mileage, immaculate condition; £700.—J. H. Brown (M/ch), Ltd., 257, Upper Brook St., Manchester, 13. Tel. Ardwick 1635. [8992

1951 Austin A135 Princess saloon, black, one owner, 18,000 miles, radio, extras, immaculate.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho!). Hil. 1044. [9260

1949 Austin Sheerline, black with beige leather, radio and heater, has been completely checked and serviced in our own workshops and is in perfect condition; £635.

REG TIMMS (MOTORS), Ltd., 17-18, High St., Toddington, Beds. Tel. 371. [C4064

A & S LIMOUSINES—privately chauffeured partitioned 7-passenger Sheerlines, small total mileages, selection from £985.

6000 miles only, 1952 partitioned black Limousine, forward occasionals, definitely first class condition, unblemished. £1225. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

Austin A125 and A135 Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0352/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

SHEERLINES and Princesses for cash.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004/1

7-SEATER Sheerline Limousine required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 2000. Seven Sisters Rd., Tottenham, N.15. [0598/R

DORSET required, must be immaculate condition.—Channing, Llandyssul, Cards. [9183

WEYBRIDGE AUTOMOBILE, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 235. [0541/R

Austin Spares and Service

A

FOR Austin, Wimbledon for everything Austin, spares pre-war and post-war, exchange units from stock; Saturdays till 6 p.m., night spares service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414/R

THE CAR MART, Ltd.,

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600), and 382, Streatham High Rd., S.W.16 (Streatham 0054). [0160/R

C. G. NORMAN & Co.,

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

AUSTIN genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1952. [0500/R

AUSTIN, the main agents, for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 59-45, Eden St., Kingston-on-Thames. Kingston 3151-4. [0916/R

Austin Spares and Service

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0305/R

AUSTIN, spares, any year, any part; largest stockists in U.K., exchange units.—Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop 2832/2820. [0729/R

RECONDITIONED guaranteed 7, 10, 12 exchange gear boxes, shock absorbers, engines, all types repaired, new gears, parts, overhauls.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0040

AUSTIN 7 spares.—Largest stockists, lowest prices; exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769 [0488/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274/5. [0399/R

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155 [0184/R

BENTLEY (3½, 4¼-litre and New 4½-litre)

C M

CAR MART, Ltd.

1951 Bentley 4¼-litre standard steel saloon £2,450.

1950 Bentley 4¼-litre Freestone & Webb saloon, £2,850.

CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

THE Northern Bentley specialists, offer the following cars, in first-class condition:—

1952 (October) Bentley standard steel saloon, big bore, big boot, velvet green, red leather, loose covers, immaculate condition, mileage 16,000; £3,500.

1950 (June) Bentley standard steel saloon, velvet green, tan leather, condition as new, mileage 33,000; £2,550.

FOR further details apply to:—

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also at Bradford, Leeds and Sheffield. [0906/R

RAYMOND WAY

RAYMOND WAY, Seven Kings Branch.

RAYMOND WAY, the hire purchase specialists.

469 gns.—1935 Bentley 3½-litre DK series, ride control chassis Park Ward 4-door sports saloon, finished in Tudor grey with blue interior, whole car in superb condition, first-class A.A. report; £165 deposit, balance 18 months.—Raymond Way, 773, High Rd., Seven Kings, Essex. Seven Kings 4066. [8737

PB, Ltd., offer:—

1936 (August delivery) 3½-litre Bentley, Freestone & Webb, mitred edge sports saloon, black, blue leather.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3053

H. R. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1953 standard steel saloon, tudor grey with grey hide, 7,000 miles; £3,950.

1953 standard steel saloon, midnight blue with beige hide, 15,000 miles; £3,800.

1952 James Young 2-door sports saloon, grey with pale blue hide, 6,000 miles; £4,950.

1952 standard steel saloon, large boot, grey with grey hide, 9,000 miles; £3,700.

1952 standard steel saloon, small boot, moss green with beige hide, 19,000 miles; £3,250.

1951 4.6 standard steel saloon, black and grey with blue hide, 27,000 miles; £2,750.

1951 Mk. VI standard steel saloon, green with green hide, 52,000 miles; £2,550.

1950 Mk. VI standard steel saloon, black with brown hide, 50,000 miles; £2,500.

1949 Mk. VI standard steel saloon, black with beige hide, 59,000 miles; £2,200.

1948 Mk. VI standard steel saloon, maroon with beige hide, 60,000 miles; £1,950.

1939 4¼ Coachcraft razor-edge pillarless sports saloon, black with beige hide; £995.

WE are interested in the purchase of Bentley cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3052

H. A. FOX & Co., Ltd.

OFFICIALLY appointed Bentley retailers.

OFFER various used Bentley cars including October, 1952, Bentley R type S.S. saloon, finished in tudor grey with red leather, fully equipped, mileage approximately 9,000, this is an unusually good car, available about the end of March (B. 507); £3,750.

AUGUST 1951, Bentley Mark VI (big bore) standard saloon, finished in dark blue with beige leather, fully equipped, a car with remarkably good Bentley history, continually serviced by Messrs. Bentley Motors (1931), Ltd., genuine mileage believed 47,000 (B.509); £2,650.

1947 Bentley S.S. saloon, Mark VI, finished in black with beige leather, complete equipment including radio and demister, low mileage of 28,084, a car fully recommended (B.511); £1,800.

H. A. FOX & Co., Ltd.

3—5, Burlington Gdns., Old Bond St., W.1. Tel. Regent 7687. [9012

1951 (June) Bentley Mark VI saloon, 38,000 miles.—Weybridge 600. [C4025

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

JB

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE: 1948 Mark VI standard saloon, painted black and grey and upholstered in grey leather, 58,000 miles; price £1,725.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. May. 7444. [C1062

MANN EGERTON & Co., Ltd.

OFFICIAL Bentley & Rolls-Royce retailers.

1947 Bentley Mk. VI steel saloon, black, red leather upholstery, 54,000 miles; £1,850.

1947 Bentley Mk. VI steel saloon, green and grey with grey leather upholstery, 36,000 miles; £1,975.

1950 Bentley Mk. VI steel saloon, black, brown leather upholstery, 34,000 miles; £2,450.

1950 Bentley Mk. VI H. J. Mulliner sports saloon, black, brown leather upholstery, 36,000 miles; £2,850.

1952 Bentley 4.6-litre Mk. VI steel saloon, velvet green, beige leather upholstery, 31,000 miles; £2,950.

MANN EGERTON & Co., Ltd.

14 Berkeley St., W.1. Hyde Park 2073. [C2006

KNIGHTSBRIDGE MOTORS, Ltd.

1937 4¼-litre Park Ward sports saloon, finished in grey with blue leather, a very attractive two owner car which has been very well maintained; £825.

3 Roberts Mews, Lowndes Place, Belgrave Square, S.W.1. Sloane 4066. [C2063

MAIDSTONE ENGINEERING Co.

1938 Bentley 4¼-litre Park Ward Sportsman's saloon, recently refinished in black with light blue centre panels, the interior is upholstered in powder blue leather throughout with the original carpets to match, this car is without doubt one of the finest and certainly the most attractive Bentleys we have ever handled, open to any trial, photograph sent to genuine enquiries; £950.

1935/6 Bentley 3½-litre, similar to above but finished all black with fawn leather interior, etc.; £675.

CROSS St., Peendleton, Salford, 6, Manchester. Pen. 3457. [C3000

MASCOT MOTORS, Ltd., offer:—

1935 3½-litre CW series Park Ward sports saloon; £595.

1934 (Dec.) 3½-litre CR series Park Ward sports saloon; £525.

237 Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251/2. [C3007

R. & F. GRADWELL, Ltd., offer:—

1938 Bentley Park Ward saloon, black, blue leather, whole car in very excellent condition, good history with over £300 recently spent, speedo reading 67,000, an unrepeatable bargain at £865.

RELIANCE GARAGE, Waterloo Rd., Blackpool. S.S. 42028/9. [9125

DUNCAN HAMILTON & Co. offer:—

1939 Bentley 4¼-litre overdrive sports saloon by Park Ward, black and primrose with hide interior, fitted chrome luggage grid, disc wheels, etc., recent complete overhaul, in superb condition throughout; £1,125.—33, High Rd., Byfleet, Surrey. Byfleet 3101-2 day and night. [C1091

JACK OLDING & Co. (MOTORS), Ltd.,

OFFICIAL Rolls-Royce and Bentley retailers, offer from their stock:—

1952 (Oct.) 4½-litre large bore big boot standard steel saloon, grey/grey hide, 20,000 miles; £3,500.

1951 (June) 4¼-litre standard steel saloon, 2 shades of grey/grey hide; £2,650.

1950 (June) 4¼-litre standard steel saloon, black/beige leather, one owner; £2,350.

1950 4¼-litre H. J. Mulliner saloon, black/brown leather, one owner; £2,675.

1949 (March) 4¼-litre 2-door Countryman saloon, 2 shades of grey and polished wood, grey leather; £2,350.

1949 (Aug.) 4¼-litre standard steel saloon, black and blue with blue leather; £1,975.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3050

PHILIP RICKARDS, Ltd., offer:—

1937 Bentley 4¼-litre Park Ward saloon, black/grey, in excellent condition; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

SANDERSON & HOLMES, Ltd., Derby.

THE official Rolls-Royce and Bentley retailers and repairers.

1953 Bentley Mulliner sports saloon, finished black pearl, blue upholstery, beautifully appointed, in immaculate condition, one owner, supplied and serviced by us, mileage under 12,000; £4,250.

BENTLEY 4¼-litre, first regd. 1937, Windover saloon, black, well kept, remarkable value at £500.

TEL. Derby 47471-6. [C4073

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1948 (July) Bentley Mk. VI standard steel saloon, overhauled, excellent history; £1,670.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1953 Bentley 3½-litre Park Ward saloon, black, brown leather, radio, heater, excellent condition throughout; £550. [C1001

BENTLEY (3½, 4¼-litre and New 4½-litre)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Bentley Mark VI steel saloon, maroon and silver with grey leather; £1,625.

1939 Bentley 4¼ overdrive sports saloon by Park Ward; £1,125.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

SWANMORE GARAGE.—See our displayed advert. on page 486. [C4024

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce & Bentley retailers and repairers, offer:—

1951 Bentley Mk. VI standard steel sal., black, beige leather, one owner, 41,000 miles, superb order; £2,650.

1951 Bentley Mk. VI standard steel sal., black, red leather, one owner, 48,000 miles, an exceptionally well kept car; £2,650.

1950 (Dec.) Bentley Mk. VI standard steel sal., black, beige hide, one owner, 49,000 miles, chrome wheel discs, chauffeur driven, outstanding condition; £2,475.

ALL the above cars were supplied new by us, have been fully serviced and carry a written guarantee.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

BENTLEY 3½-litre 4-door saloon, 1935 (November); £425.

GEORGE NEWMAN & Co., 309, Euston Rd., London, N.W.1. Euston 4466. [C3023

1934 Bentley 3½ saloon; £395.—Anthony Crook, Caterham Hill, Surrey. [C1063

CASS'S MOTOR MART.—1936 (Sept.) 4¼ Park Ward drop head coupe, outstanding condition.

1937 Bentley 4¼ Park Ward saloon, superb.—5, Warren St., W.1. Euston 4110. [C1040

£1475—1947 (November) Mark VI steel saloon, black, one owner.—Valentine 4674 after 6. [C2018

1948 Bentley P.S.C. saloon, very well maintained; £1,695.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4056

TURN TO PAGE 55
Featuring
PLACES OF INTEREST FOR THE WEEK-END MOTORIST

1937 3½-litre Park Ward saloon, in black and silver grey, checked by makers and in superb condition throughout.—Machin, Kennedy House, Kingsland, Shrewsbury. [9525

1952 Bentley (June), large bore, 2-colour grey, radio and heater, white wall tyres, 17,000 miles.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4658. [C4028

1939 Bentley 4¼-litre overdrive black 4-door saloon by Park Ward, immaculate condition; £1,100 or nearest offer.—E. A. Ingham, Albany Mill, Canal St., Congleton, Cheshire. [9222

1952 Bentley 4½-litre standard steel saloon, super condition, shell grey, private owner from new; £2,850.—Henry Poole & Son, Ltd., 21, Hunters Rd., Birmingham, 19. Tel. Northern 0346. [8351

BENTLEY 1937 4¼ Park Ward blue saloon, speedometer reading 45,000, one owner, in very good condition throughout; £895.—Ryland Garage, Ltd., Ryland St., off Broad St., Birmingham, 16. Edg. 1166-7. [8699

1951 Bentley 4¼ standard steel saloon, black, fawn leather, mileage 23,000 only, whole car in immaculate condition; £2,775.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1948 Bentley standard steel saloon, engine and brakes modification 2,000 miles ago, all extras in mint condition throughout; £1,695; your enquiries welcomed.—Grosvenor Motors, 185, Oxford Rd., Manchester, 13. Ardwick 2950. [9264

1937 Bentley 4¼-litre saloon, fitted most attractive Park Ward body styling finished black/beige dual colour scheme, pre-war history not available, but well maintained throughout; £575.—Royston Motor Co., Ltd., Herts. Tel. Royston 2148. [9104

1950 (first regd. Nov., '49), midnight blue, grey uphol., man. director's car, Bentley serviced and maintained, absolute as new, only 38,000 miles; inspection by appointment only; price £2,400.—Watsonian Sidecars, Birmingham, 11. Tel. Vic. 1967. [9043

BENTLEY 1948 standard steel saloon, finished black with beige leather radio and heater and fitted with all up-to-date modifications, wheel spats, etc.; whole car in immaculate condition; Bentley service maintained, recorded mileage 42,000, very highly recommended at £1,950.

MOOR GARAGE, Romsey Rd., Cadnam, Hants. Cadnam 3301. [8285

£275!!!—Magnificent Bentley genuine Red Label short chassis open 4-seater, modernized expensively with forward mounted chrome radiator, low pressure tyres, electric pumps, etc., re-registered 1951, an absolute gift at this price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1939 4-door sports sun roof saloon by Cockshoot, black with brown hide upholstery, magnificent car in quite exceptional condition, total mileage 86,000, and overhauled by Bentley Motors last July, H.M.V. radio, Ace discs, etc.; over 90mph and 20mpg; offered by private owner at the bargain price of £945.—G. North, Compton Abdale, Cheltenham. Tel. Withington 20. [9070

BENTLEY (3½, 4¼-litre and New 4½-litre)

1951 (July) Bentley all-steel saloon, maintained entirely by Bentleys, black, one owner; £2,650.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho). Hil. 1044. [9092

1936 Bentley 3½-litre Vanden Plas sports saloon, finished in black, maroon upholstery, in very good condition, approximately £400 post-war engine and chassis overhaul by makers plus considerable body and accessory renovation; £695.—Will Short, Ltd., 2-5, St. Cross Rd., Winchester. Tel. 2398/9. [9105

SUPERB H. J. Mulliner 4-door special streamlined saloon on 1949 Mk. VI chassis; modern Continental styling with big boot; black/beige leather; 49,750 miles, excellent order throughout; full history and photograph available; £2,395; would consider Bentley standard saloon in part exchange.—Allens of Bristol, Berkeley Sq., Bristol, 8. Tel. No. 22514. [9048

44-litre Park Ward 1938 Sports Saloon, exceptional throughout, black, opportunity, £895. Another Sports Thrupp with boot, (registered 1937), delightful condition, immaculate, £755. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair 2941. [C1006

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

1924 3-litre Bentley short chassis 4-seater tourer, relacquered, new tyres, new batteries, excellent condition including spare engine, gear box and other spares; £150.—3, Albion Terrace, Horsham, Sussex. [8979

Bentley Cars Wanted

CM

THE CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 320, Euston Road, N.W.1. Euston 1212. [0958/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MK. VI Bentley wanted, 1948-50.—Spring Hill Farm, Wykin, Hinckley, Leics. [8217

BARTLETT will pay more for good Bentleys.—27a, Pembridge Villas, W.11. Bayswater 0525. [W1015

WANTED, urgently, standard steel saloon, 1948/9.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [C1012

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233 [0540/R

WE will buy or part exchange your Bentley for a new one.—Laxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2064

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R

TAYLOR & CRAWLEY will buy low-mileage Mark VI Bentleys and pre-war Bentleys at attractive cash prices.—Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4056

Bentley Spares and Service

JACK BARCLAY (SERVICE), Ltd.,

LARGEST official repairers Bentley cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Flaxman 2223. [S1062/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Compitous, 69, Westow St., Crystal Palace. Tel. Livingstone 3362. [0490/R

BOND MINICAR

BOND Minicar, 197cc, Mk. 6E, in excellent condition, small mileage.—Jude and Son, St. Ives, Hunts. [9308

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0543/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models, latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827/R

BORGWARD

METCALFE & MUNDY, Ltd.

1951 Borgward 1500 sports saloon, 84mph, 32mpg, radio, rim embellishers, many extras, independent suspension all round, excellent order; £795.

SOLE Concessionaires, Metcalfe & Mundy, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

BRISTOL

LF. WARD, Ltd.

1953 Bristol 401 saloon, 11,000 miles only, extremely clean car

LF. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. Thornton Heath 3347. London office: Mayfair 0146 [C4043

BARTLETT.—Bristol 1948-49 Type 400 saloon, many extras; £925.—27a, Pembridge Villas, W.11. [C1015

1950 (Sept.) Bristol 401 saloon, black, radio, heater, exceptionally fine order.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [9129

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

ANTHONY CROOK.—New Bristol; all models in stock for demonstration and immediate or early delivery.

ANTHONY CROOK.—Largest selection of reconditioned used Bristols in the country; examples below:—

ANTHONY CROOK.—1953 403, blue, 8,000 miles; 1953, red, 9,000 miles; 1953, blue, 4,000 miles.

ANTHONY CROOK.—1952 401, 14,000 miles; other 401s being reconditioned and available shortly.

ANTHONY CROOK MOTORS, Leading Bristol Distributors, Caterham Hill, Surrey. Tel. 2252.

ASO Anthony Crook Motors, High St., Esher, Surrey (showroom for callers only). [C1065

KEVILL, DAVIES & MARCH, Ltd.,

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley St., W.1. Gros. 2563. [C2054/R

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Bristol 400, radio, heater; £950.

1949 400, green with beige leather, fitted with heater, radio and 401 engine modifications; £925.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd. Guildford Guildford 62907-8-9. [C1057

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

1953 Bristol 403, black, 6,300 miles, £200 extras, radio; £2,350.—Tel. Grosvenor 6363, extension 152. [9176

BRUTONS, Ltd.—Bristol 1948 400, excellent condition, heater, taxed; £885.—13-14, Osten Mews, Emperor's Gate, S.W.7. Fremantle 0542. [C1026

1949 series Bristol 400 saloon, radio, heater, exceptional condition, bargain.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [9130

1948 Type 400 Bristol saloon, modified chassis and bodywork recently overhauled, colour black, £975.—A.F.N., Ltd., London Rd., Isleworth, Middlesex. Hounslow 0011 [C2015

1951 (Sept.) 401 saloon, Cambridge grey, radio, heater, most carefully maintained, in excellent condition.—James M. Inglis Automobiles, Ltd., 64-78, Pitt St., Edinburgh, 3. Tel. 26287. [9128

Bristol Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

BARTLETT will pay more for good Bristols.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

BRISTOL car required very urgently, type 401 saloon 1951-52.—Creaseys of Knebworth. Tel. Knebworth 3377. [9249

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

B. & K. THOMAS, Ltd., 17/19, Loughborough Rd., West Bridgford Nottingham. Tel. 84756, official Bristol retailers, require good used 401 Bristol saloon. [5205

B.S.A.

125 gns.—B.S.A. Scout 1959 series 6 10hp 2-seater; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

B.S.A Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A (Scout model) spares; comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

BUGATTI

UNUSUAL vintage Bugatti recently imported, typically French 2-door coupe with supercharged 35hp 8-cylinder engine, low mileage and good condition; £585.—Lemon Burton, Lonsdale Rd., London, N.W.6. Maida Vale 1331. [0870/R

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn N.W.6. Maida Vale 1331. [0071/R

BUICK

RHD 1951 Buick, super, black, all extras

RHD 1947 Buick, radio and heater, black.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

1949 Buick Roadmaster convertible, l.h.d., radio, heater, Dynaflow, 3,000 miles, original owner. —Primrose 4828, after 6 p.m. [9514

1948 Buick, 41,000 miles, excellent condition; £675. —Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

1934 Buick limousine, clean condition, extensive overhaul, receipts available; £135.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643.

G & M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1939 Buick Viceroy saloon, one owner, as new, 1952 condition —6-7, Warren St., W.1. Euston 3268 [C1005

1939 Buick Viceroy saloon, steering column gear change, leather upholstery, nice condition; £325.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

BUICK

£265.—1939 Buick 4-seater fixed head coupe, a very impressive looking car for a modest outlay; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

ROGE & YOUNG, Ltd., offer—1939 Buick Vicerov saloon, beautiful condition, black; £265.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464 [C3057

1949 Buick Roadmaster Riviera convertible, power-operated throughout, Dynaflow, radio, heater, immaculate; £1,045.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4056

LIMOUSINE, 1938, partition, forward occasionals, genuine low mileage, black, magnificent condition throughout, unrepeatable. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers. Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Buicks.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R

Buick Spares and Service

BUICK sole concessionaires Lendrum & Hartman Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

METCALFE & MUNDY, Ltd.

1947 Cadillac convertible, grey, Hydramatic, red hide, heater, radio, new hood; £795.

1949 Cadillac convertible, property of Royalty from new, 32,000 miles, power operated hood, electrically operated front seat and windows, white wall tyres, Hydramatic drive, red hide upholstery, as new throughout.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

1949 Cadillac o.h.v., also 1951 and 1952 60 Specials.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

1949 (November) Cadillac model 62 sedan, radio, heater, nylon covers, 18,000 miles, brand new condition.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4056

CADILLAC sal., model 62, hydromatic drive, Sept., '49, chauffeur driven, new throughout, radio, heater, tailored covers, all possible extras, genuine 12,000 miles, stored 5 years, private owner; £1,500.—Chichester 2391. [9509

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

B. J. HUNTER, Ltd., offer:—

1921 Chevrolet 23hp tourer, vintage car in mint condition; £95.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Chevrolet l.h.d. saloon, fitted radio, heater, loose covers, 24,000 miles; £1,075.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1949 Chevrolet Styleline 4-dr. saloon, l.h.d., radio, heater; £745.

1949 Chevrolet Styleline 2-dr. saloon, r.h.d., heater; £1,095.

1953 Chevrolet 4-dr., l.h.d., power glide transmission, de luxe, heater, loose covers, 1,900 miles; £1,495.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties)), 13/14, Upper St. Martin's Lane, W.C.2 (Adj. Leicester Sq. Tube Station). Temple Bar 3588. [C1027

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

1951 Chevrolet low mileage, colour black.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

RHD 1951 Chevrolet de luxe 4-door sedan, one owner, 14,000 miles only, in new condition throughout.—Valentine 4674 after 6. [C2018

1952 Chevrolet Styleline saloon, 14,000 miles only, immaculate condition, radio heater, covers; £1,150.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1 Sloane 5213. [C4056

1948 Chevrolet Fleetmaster 4-door de luxe saloon, finished in 2-tone green, mileage reading 38,000 miles, this car is in outstanding condition throughout; also see under "New Cars."—Bass Rock Motor Co., Chevrolet Distributors, Milton Road West, Portobello, Midlothian. [9005

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [81027/R

CHRYSLER

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

1952 Chrysler New Yorker, left-hand drive, immaculate condition throughout, low mileage, radio and heater, semi-hydramatic fluid-drive; £1,525.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

Chrysler Cars Wanted

AUTOSALES (LONDON) Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Chrysler Spares and Service

AUTOSALES (LONDON) Ltd

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59/65, Belsize Rd., N.W.6. Mal. 5555-2155. [0418/R

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0361/R

CHRYSLER and Dodge parts and reconditioned units also sheet metal parts, all models 1935-40, repairs by experts.—Carmo, St. John's Wood Roundabout, N.W.8. Pri. 7141. [8352

CITROEN

C. G. NORMAN & Co.,

CITROEN Sole Distributors for the County of London, Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R

C.M.I. CAR SALES (Pri. 6623) offer:—

1951 (December) Citroen Light 15 saloon, gunmetal grey, red upholstery, one owner, taxed year; £550.

THREE months' guarantee; terms; list on application. —Swiss Cottage, Finchley Rd., N.W.3. [C1051

JOHN S. TRUSCOTT Ltd., for Citroen.

OFFICIALLY appointed retailers; new models from stock; several exceptionally fine post-war used models

EXCHANGES deferred terms.

173 Westbourne Grove, London, W.11. Bay. 4274. [C4035

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1954 Citroen Light 15, mileage under 1,000, grey and red leather; £895.

COOMBS & SONS (GUILDFORD) Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1950 Citroen Light 15, one owner since new; £450.

SCOTT CARS 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

WORTHING MOTOR Co., Ltd., for Citroen sales, spares, service.—Tel Worthing 71. [4734

1936 Citroen 12.8 saloon; £175; owner enthusiast. —Tel Reading 67374 after 4. [9219

1950 Citroen Light 15 saloon, grey, red leather, one owner, 21,000 miles, all new tyres, snip; £485; terms, exchanges.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

CITROEN 1950 Big 6 saloon, one owner, heater, mechanically perfect and spotless; £565.—Hillwood Motors, Mill Hill 4232. [9017

£215!!! 1939 Citroen Light 15 saloon, similar to late post-war series, smart serviceable car, goes particularly well.

£595!!! 1951 Citroen Light 15 saloon, one owner and in immaculate order throughout, practically faultless mechanically.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055

1950 Citroen Light 15, sun roof, loose covers, one owner, excellent condition; £495.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

£95!!!—Citroen Big 12 de luxe saloon, ready to go anywhere, new battery and tyres, perfect condition.—A.Z. Motors, Palmerston Rd. Mal. 4725. [C1011

£295!!! Citroen 15 de luxe special long chassis 7-seater saloon, ideal economical car for large family; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

CITROEN (June, 1951) Light 15 saloon de luxe, finished black with red leather, one owner, moderate mileage, complete overhaul by makers last August, receipts shown; £595.

MOOR GARAGE, Romsey Rd., Cadnam, Hants. Cadnam 3101 [8282

1953 Citroen Light 15 sun saloon, one owner, excellent condition, heater and bench type front seat; £765.—E.F.S. Motors, Kingston By-Pass, Esher. Tel Emberbrook 3000. [C2004

1948 Citroen Light 15 saloon, 2 carburettors, sliding roof, radio, excellent condition; £435.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4056

1949 Citroen Light 15 sun roof saloon, metallic silver with red leather, mechanically and in every other way faultless; £475.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1 Euston 4211. [C4040

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

CITROEN distributors for sales, service and spares, demonstrations can be arranged for all models.—Ring Speedwell 9761, Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. [0011/R

1950 Citroen 6-cylinder saloon, metallic grey, red leather, 30,000 miles, one owner, excellent condition throughout; £595.—The Hindhead Motor Works, Ltd, Hindhead, Surrey. Tel. Hindhead 663. [2061

ROYS offer a very superior looking 1946 Citroen Light 15 saloon; £345; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

1950 series Citroen Light 15 saloon de luxe, grey, maroon upholstery, marvellous condition, heater, taxed year; £425; exchanges, h.p.—11, Perrymead, Prestwich, Manchester. Prestwich 2057. [9285

565 gns.—Citroen Light 15 late 1951 sports saloon, sliding head, leather, one owner, exceptional; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

REALLY good Citroen required.—Stradling, 30, Harley House N.W.1 [W1086

CITROEN.—John S. Truscott, Ltd., urgently require good examples, highest prices for cash or exchange.—173, Westbourne Grove, W.11 Bay. 4274. [W4035

Citroen Spares and Service

SOUTH of the Thames.

BALES, of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2 [0187/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen parts, reconditioned drive; trains 48-hr. service. [9334

SERIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms.—242-244, Brompton Rd., S.E.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490 [0727/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen parts, reconditioned drive; trains 48-hr. service. [7264

WOODFORD CAR MART, Essex distributors for Citroen car sales, service and reconditioning—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd. Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr. all spares stocked. [0585/R

DAIMLER

GUY SALMON AUTOMOBILES offer:—

1952 Daimler 2½-litre, fitted Hooper 4-door Ex-press saloon body, cost new over £4,000. 14,000 miles only, grey and black/grey leather, a superb quality motor car at a considerable saving under cost; £2,250.—Portsmouth Rd., Thames Ditton Emberbrook 5551-2-3. [C4001

TORQUAY MOTORS, Ltd., distributors:—

DAIMLER Conquest saloons (1953), choice of 2; from £1,250.

DAIMLER Consort saloon (1951), green; £950.

DAIMLER 2½ d/h coupe (1950), grey/red; £850.

DAIMLER 2½ saloon (1939), black/green; £350.

DAIMLER 16.2hp saloon (1937), black/red; £300.

TORWOOD St., Torquay. Tel. 7591; also at Topsham Rd., Exeter. Tel. 3579. [8987

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre special sports coupe, 1952, cream and green, beige leather; £1,575.

DAIMLER 2½-litre Conquest saloon (1953), black, red leather; £1,295.

DAIMLER 2½-litre Consort saloon (1953), green, green leather; £1,295.

DAIMLER 2½-litre saloon (1948), black, brown leather, reconditioned; £750.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404). Service: 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464.) [C4022

CAMDEN MOTORS offer the following Daimlers:—

1951 Consort in black, director's car, chauffeur maintained and driven; a beautiful car; £895.

1950 drop head coupe, Barker foursome body, superb condition; £795.

1949 drop head coupe, similar to above model, one wealthy owner, smart maroon finish, moderate mileage; £695

1949 2½-litre saloon, dark green with interior leather upholstery to match; very carefully used by one wealthy family, chauffeur-driven; £595.

1939 2½-litre sports saloon, one owner past 9 years; almost entirely original, £115 bills for mechanical overhaul; £295.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays; write for catalogue. C1055/1

1948 (November) Daimler, chauffeur driven, one owner since new, dual colour, in superb condition; £575.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

DAIMLER

COOMBS & SONS (GUILDFORD), Ltd., offer:

1948 Daimler 2½-litre Consort, grey with blue leather, 38,000 miles, one owner since new; £550.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

BROOKLANDS: Individuality new and used cars.

1953 Daimler 2½ Consort saloon, 8,500 miles.

BUY or sell your car with confidence.

102 New Bond St., London, W.1. Mayfair 3351-3. [C1029

DAIMLER 1950 Consort, one careful owner; £950.

DAIMLER 1939/9 2½-litre, very carefully used; £275.

DUNHAM & HAINES, 46, Castle St., Luton 2100/1. [C1079

350 miles.—1954 Daimler Conquest saloon, green, indistinguishable from new; £1,395.

GORDON CARS (LONDON), Ltd., 375, Euston Rd., London, N.W.1. Rus. 6611. [C2023

1952 Consort saloon, grey, red leather, radio; £995.—Mansfield Autos, Ltd. Euston 2587. [C3001

RIPCO, Ltd. (Daimlers purchased), 16, Albemarle St., Mayfair London W.1. Hyde Park 2982-3-4. [C3058

1948 model 2½-litre saloon, black, one owner, spotless; £550.—Welham, Surbiton Hill Rd., Surbiton Elmbridge 1873 [C4076

CAMDEN MOTORS for limousines; the largest selection in the country; 65 in stock including Daimlers.—See Limousine classified. [C1055

DAIMLER 1949 Barker foursome coupe, one owner only, radio, heater, black and brown hide; £695.—Hillwood Motors, Mill Hill 4232. [9023

DAIMLER 1958 2-litre sports saloon, exceptional condition; £350.—Bartlett, 27a, Pembridge Villas W.11. [C1013

DAIMLER LQ3 limousine 7-seater, partition, exceptional condition; £350; by appointment.—12, Weymouth Mews W.1. Langham 1991. [8569

G & M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1947 Daimler 4-door saloon, above average condition, fitted radio.—6-7, Warren St., W.1. Euston 3268. [C1005

1952 (July) Daimler Consort, 26,000 miles, dark blue, blue leather, heater, radio taxed year, immaculate throughout; £975.—Forsyth & Ferrier, Ltd., Stamford, Lincs. [9143

LIMOUSINE exceptional '39 EL.24, regd. '53, face-forward occasionals, black, stored 10 years; £675; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

KENTISH & THOMSON, Ltd.—1938 Daimler 15 saloon, black with blue leather and seat covers; carefully maintained car; £325.—564-6, Wickham Rd., Shirley, Croydon. Springpark 3477. [C2047

1953 (August) Daimler Conquest saloon, 9,000 miles, radio, heater, etc., positively as new.—Green & Zonis, Ltd., 248-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [C2028

FOR sale, Daimler 2½-litre Consort 1948 saloon, excellent condition, small mileage, chauffeur driven; £625.—W. A. Bettin, Ltd., 187, Parchmore Rd., Thornton Heath. Tel. Liv. 1126/7. [8974

£1245.—1953 2½-litre Daimler Conquest saloon, one owner, 8,000 miles, immaculate.—Le Grice Kerr, 107-8, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C3055

1950 (May) Daimler special sports coupe, over-drive, excellent condition, new hood; £1,135.—Taylor & Crawley, Hyde Park Corner, 53, Grosvenor Crescent Mews, S.W.1. Slo. 5213 [C4036

1950 (November) Daimler Consort, grey, red leather, H.M.V. radio, engine just reconditioned, and completely recellulosed, fully guaranteed; £765.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011

165 gns.—Daimler New 15 1937 16.2hp foursome drop head coupe, leather, preselector, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

4800 miles guaranteed.—1951 Consort, taxed, new Dagenite battery just fitted, radio, floor covers, heater, in every way indistinguishable from new, in blue with blue upholstery; £1,285.—Puggle, Bushey Heath Herts. 1685. [C2017

EXCHANGE your present Daimler car for new or used models; demonstrations by appointment.—Write or tel Ralph Clews at the old-established Daimler Agents, Coventry Motor Mart, Ltd., Coventry 2146. [0444

LIMOUSINE, exceptional 1939/EL.24, partition, forward ward occasionals, black, privately chauffeured, mileage 35,000, immaculate. £635. selection from £545. First class condition.

£225 partitioned Limousine, 1936/32hp, forward occasionals, exceptional chassis, ready service, bargain.

LIMOUSINE (outswept tail), magnificent condition, 1937/32hp, widest occasionals, certified mechanically, ready service. £465. Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Daimler Cars Wanted

KIRKWOOD CARS buy most types of Daimler.—73, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

GOOD 2½-litre Daimlers urgently required by Chain of Ealing.—Perivale 4404. [W1043

REQUIRED, good used Daimler.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Daimler Spares and Service

DAIMLER and Lanchester specialists.—Debnam Motors 17, Atherstone Mews, S.W.7. Western 4541. [6438

Daimler Spares and Service

KINGSTON-ON-THAMES Daimler agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kin 2241 2 [54055/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236/R

DAIMLER-LANCHESTER specialists, service, chassis and coachwork repairs.—J. B. Taneborne & Co., Ltd., 30, Wilton Row, Belgrave Sq., S.W.1 Sloane 4665 [0713/R

DAIMLER and Lanchester repairs, spares, gear boxes a speciality, reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [0686/R

DELAGE

METCALFE & MUNDY, Ltd.

1950 special show model Delage, most attractive streamlined drop head coupe by Guilloz of Paris, Mediterranean blue with blue hide upholstery, radio, Cotal gear box, 29,000 miles, very fast, economical and elegant car; £875.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1934 Delage D8/100 saloon, in unusually good condition, new tyres, paintwork, etc.; must be sold for best offer.—32, Longmilligate, opposite Victoria Station, Manchester, 3. Blackfriars 1549. [9282

XXX Scarce model 1938 (May) Delage D.6.70 Delta drop head 4-seater sports coupe; this very attractive car has quite outstanding body lines and commodious rear luggage boot; it has a Cotal gear box, very full equipment and is finished in black cellulose with chromium bright fittings and upholstered in beige leather; it has a delightful performance and is a car which must be seen to be appreciated; thoroughly recommended and offered with written guarantee at the most attractive figure of £425; terms, exchanges.—H. F. Edwards, 200, Great Portland St., W.1. Tel. Langham 0012. [C2005

Delage Cars Wanted

REQUIRED, good used Delage.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

Delage Spares and Service

SELBORNES, world concessionaires.

IN association with

WIMBUSH

COMPLETE overhauls, body repairs, tuning.

REPAIRS & Service, Headfort Place, S.W.1.

SPARES orders.—Head Office, 82, Park St., W.1. [0659/R

DELAHAYE

H.W. MOTORS, Ltd., offer:—

1938 Delahaye Coup des Alpes, black, red leather upholstery, synchro gearbox, very good condition; £375.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

Delahaye Spares and Service

SELBORNES, world concessionaires

IN association with

WIMBUSH.

COMPLETE overhauls, body repairs, tuning.

REPAIRS & Service, Headfort Place, S.W.1.

SPARES orders.—Head Office, 82, Park St., W.1. [0660/R

D.K.W.

B & M GARAGES, Ltd., offer:—

1938 Master de luxe cabriolet, black and green.

1938 Master de luxe saloon, rebuilt, blue.

1938 Master de luxe, black.

1938 fixed special saloon, all panels renewed, rechromed reupholstered, resprayed crimson and black, crimson interior.

1938 special cabriolet, body poor, engine and gear box beautiful; reasonably priced and good value.

ALL spares available, and repairs by really trained fitters of long standing.—42a, St. Michael's St., Paddington, W.2. Paddington 6877 [0016/R

THE new 3-6 Sonderklasse D.K.W. now available for early delivery and demonstration.—A.F.N., Ltd. (Sole Concessionaires), Falcon Works, London Rd., Isleworth, Middlesex. Rounslow 0011. [C2015

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0004/R

D.K.W. main agent, genuine spares and service for all models.—Schenk Motor Engineering Co., Ltd., 465, Stretford Rd., Manchester, 16. [4951

LARGEST importers of genuine D.K.W. spares; write for Auto Union approved price list.—Carr's Motors, Hardman St., Liverpool. Royal 5141 (4 lines). [5608

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London S.W.12 Tel Balham 2254. [0362/R

DYNA-PANHARD

ROSE & YOUNG, Ltd., offer 1951 model Dyna-Panhard 7hp 4-door saloon, 2-colour blue; £450.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DYNA-PANHARD

1952 (delivered November, '51) Dyna-Panhard type 120 745cc saloon, 7,000 miles, outstanding performance includes over 80mph with safe handling qualities equalled by no other standard small saloon, cost over £1,000 ideal rally car; £545; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

FIAT

DICKS.

1940 Fiat 500 coupe, long chassis, 4-seater model, overhauled; £250.—DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

MAYFAIR GARAGES, Ltd., Fiat, Fiat, Fiat, below

MAYFAIR GARAGES, Ltd.—1950 (reg. '52) 500C ohv de luxe convertible r/h drive coupe, Fiat pale blue with Bedford interior, extremely smart car, scrupulously maintained since new; guaranteed; £485.—Below.

MAYFAIR GARAGES, Ltd.—1949 500B ohv genuine Belvedere station wagon, blue and panelled with soft hide upholstery, extremely smart car with outstanding performance, guaranteed; £475.—Below.

MAYFAIR GARAGES, Ltd.—1939 fully reconditioned 2nd series de luxe convertible coupe, finished in pale blue grey, guaranteed; £325.—Below.

MAYFAIR GARAGES, Ltd.—1942 (reg. '52) 500 de luxe 2nd series hardtop coupe, l/h drive, Italian upholstery, roof grid, very smart car with excellent and economical road performance, guarantee; £310.—Below.

MAYFAIR GARAGES, Ltd.—July, 1940 500 2nd series de luxe full 4-seater convertible saloon, black leather upholstery, good tyres, smart car with excellent and economical road performance, guaranteed; £285.—Below.

MAYFAIR GARAGES, Ltd.—1939 model 500 2nd series de luxe convertible coupe, maroon, radio, excellent and economical road performance, guaranteed; £255.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 de luxe convertible coupe, pale blue with red leather interior, re-matted, very smart car in excellent condition throughout, guaranteed; £250.—Below.

MAYFAIR GARAGES, Ltd.—1938 model 500 de luxe hardtop coupe, maroon, excellent and economical road performance, guaranteed; £245.—Below.

MAYFAIR GARAGES, Ltd.—August, 1938 500 de luxe convertible coupe, off-white with leather upholstery, bumpers, attractive car with excellent and economical road performance, guaranteed; £235.—Below.

MAYFAIR GARAGES, Ltd., descriptive literature, price list and copy of Road Test Report gladly sent on request.—Below.

MAYFAIR GARAGES, Ltd. (Fiat Sales and Service), Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104/5; open 9-6. Sats. 9-1. [C3009

1939 model Fiat 1100 saloon; £140.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4058

1939 Fiat 1100 saloon; £210.—Clairmonte Bros., Shanklin Rd., London, N.8. Mountview 5285. [C1056

£250—Fiat 500 1937 cabriolet, exceptionally good car throughout, faultless mechanically; choice 2.—BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

245 gns.—Fiat 12 Oct. 1940 4-door saloon, sliding head, leather, good tyres, excellent condition; terms, exchanges.—Rowland Smith.—Below.

195 gns.—Fiat 500, 1939 model convertible coupe, leather good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

FIAT "1400" conv. coupe, first reg. Nov. '51, mileage 11,000, radio, heater, seat covers, whitewall tyres, finished poly. blue; £1,145.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. 43405. [9103

C. V. RUSHMER the Fiat specialist, offers latest New Eleven Hundred saloon 5,000 miles, showroom condition; 1952 500C Belvedere station waggon; April 1949 1100 saloon; 3 months' guarantee.—39, Holland Park, W.11. Park 5731. [C3061

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

S. & S. MOTORS pay more for Fiats.—165a, Westbourne Grove, W.11. Bayswater 1644. [7296

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R

MAYFAIR GARAGES, Ltd.—Fiat 500, reconditioned, exchange engines, pre- and post-war, £38; Fiat repairs and renovations at competitive prices.—Below.

MAYFAIR GARAGES, Ltd., Balderton St., W.1. Mayfair 3104; open 9-6, Sats. 9-1. [0632/R

S. & S. MOTORS. Fiat 500cc spare stockists, retail and trade replacement service units.—165a, Westbourne Grove, W.11. Bay 1644. [0136/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909/R

FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used; reconditioned bench-tested engines, starter motors, dynamos, radiators, springs, in exchange.—Derrington, 153, London Rd., Kingston 5621-2. [C1071

FORD (8 h.p.)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

'PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

FORD (8 h.p.)

AUTOMOBILIA, Ltd., offer:—

£325—1949 Ford Anglia de luxe saloon, black, brown vynide, low mileage, one owner, in new condition throughout; also choice of two others from £275.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

1951 Ford 8 Anglia saloon, beige, red interior; £365.—PARKERS, Ltd., Bradshawgate, Bolton 4080. [9133

1953 black Ford Anglia; £375; owner returning New Zealand.—Tel. Prospect 3101. [9063

1953 Ford Anglia saloon, 5,000 miles, heater; £585.—T. C. Tan, 72, Queenscourt, London, W.2. Bay. 6835. [9326

1949 Ford Anglia in beige, excellent condition, new engine just fitted, winking lights, interior light, heater; £305.—Macaulay 1482 (evenings). [9076

1953 Ford Anglia saloon, one owner, as new, guaranteed; £395.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4055

1953 (March) Ford Anglia saloon, 7,000 miles only, spotless condition, black; £395.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho). Hil. 1044. [9093

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Mead St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578/R

PRIDE & CLARKE, Ltd.—1950 Ford Anglia saloon, beige/red, radio, £309; 1947 black/brown, choice three from £259; 1946 black/red, black/brown, choice two from £249; three months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD (10 h.p.)

CAR MART, Ltd.

1951 Ford Prefect saloon; £395.—Car Mart, Ltd., 582, Streatham High Rd., S.W.16. Streatham 0054. [C1039

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

'PHONE Harrow 4242 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

METROPOLITAN MOTORS.

1953 Ford Prefect saloon, black, low mileage, as new; £485.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5004. [9081

1953 Ford Prefect, black, red leather, one owner, 6,000 miles, £495.—W. J. BROWN, Ltd., established over 30 years. 339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1947 Ford Prefect, black, one owner, excellent condition; £325.—Below:—

1948 Ford Prefect, black, exceptionally good condition in all respects; £340.

1939 Ford Prefect tourer, excellent; £195.—Garage Service Co., Ltd., 1061, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7006. [C2019

1953 Ford Prefect, green, perfect condition, one owner, 10,000 miles, covers and mats; £500.—Box 4544. [9239

1948 (December) Ford Prefect, superb condition; £515.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1950 Ford Prefect, black, red leather, heater, radio, exceptional condition; £365.—9a, Black Lion Lane, Hammersmith. Riverside 6250. [9174

1947 Ford Prefect, recently overhauled, really excellent example; £315.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019

FORD Prefect, 1949, green, one private owner, genuine mileage 24,000, excellent condition, including tyres; £335.—Tel. Brookwood 3022, or write Box 4552. [9297

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Mead St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R

WALTER SCOTT, Ltd.—1950 Ford Prefect, black, low mileage, exceptional; £375.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri. 5914. [C4006

£229—1949 Ford Prefect, 4-door, leather, excellent condition.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

£225—1941 Ford 10 Prefect 4-seater tourer, excellent runner, recellulosed, new hood; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1949 (Jan.) Ford Prefect 4-door saloon, black, leather, guaranteed; £315, exchanges, terms.—Palmers, 5, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3054

345 gns.—Ford Prefect, November 1949 saloon, leather, one owner, excellent condition, choice of 5 Prefects; terms, exchanges; list; open 9-7 week-day; and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1951 Ford Prefect saloon, beige/brown, black/brown, low mileage, choice two from £419; 1950 beige/brown, black/brown, choice two from £399; 1948 choice of several from £309; three months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Ten Cars Wanted

GOOD Prefect wanted; immediate cash.—Lib. 1604 or Wig. 8978. [W3048

Ford Ten Cars Wanted

WHY accept less for your Ford Prefect saloon when you can get its full market value from FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

REQUIRED, privately owned post-war Prefect; details, price.—201, Brighton Rd., Worthing. [9324

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CONSUL

ALWAYS

A SELECTION of Ford Consuls with a written guarantee and free after sales services at NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 (Feb.) Ford Consul, one owner, real leather, heater, radio, magnificent; £540.—FORD DIVISION, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

1953 Ford Consul saloon, black, red leather, heater, spare unused; 625gns.—RIPCO, Ltd. (Fords purchased), 16, Albemarle St., London, W.1. Hyde Park 2952-3-4. [C3052

1953 (Sept.) Consul, 3,500, leather, heater, extras, cost £720; £635.—25, Bargery Rd., S.E.6. [9189

1952 Ford Consul, leather, radio and heater, excellent condition; £545.—1, Ship St., Oxford. [9331

1953 Consul, Dorchester grey, low mileage; £625.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037

1954 Consul convertible, blue, blue hide interior, fitted heater, 247 miles only; £950.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085.

PRIDE & CLARKE, Ltd.—1953 Ford Consul saloon, blue/beige leather, 6,000 miles, as new; £659, three months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [3068

1953 Ford Consul saloon, one owner, leather, heater, immaculate, low mileage, almost as new, guaranteed; £635.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4053

495 gns.—Ford Consul, 1951 saloon, dark green, fawn upholstery, one owner, excellent condition; choice of 3 Consuls; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Zephyr or Consul.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

TOP price paid for Consul or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

FORD ZEPHYR

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

FORD Zephyr Six saloon, first registered Jan., 1953, colour black with leather upholstery and heater, mileage 15,400; £680.

FORD Zephyr Six saloon, first registered February, 1953 colour grey with leather upholstery, heater, radio, sun-visor and wing mirrors; mileage 26,000; £675.

FORD Zephyr Six saloon, first registered Feb., 1953, colour black with leather upholstery, heater and radio, spot lamp and wing mirrors, 9,500; £685.

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

ALWAYS

FORD Zephyrs. A selection with a written guarantee and free after sales service at NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

BOON & PORTER, Ltd.

1953 series (Nov. '52) Zephyr saloon, black, radio, heater, loose covers, 8,000 miles; £675.—Castelnau, S.W.13 (By Hammersmith Bridge). Riverside 4-44. [C1022

OVERSEAS CARS, Ltd., offer:—

1952 Ford Zephyr saloon, blue, hide upholstery, and heater, 8,000 miles only; £625. For other Overseas car bargains see page 59.—OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3051

HAROLD SIMONS, Ltd., offer:—

1951 Zephyr, radio, heater, demister, leather, 24,000, excellent appearance and mechanical condition; £595, trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

DAGENHAM MOTORS, Ltd., Ford main dealers.

1954 Ford Zephyr, grey/hide, radio and heater, 4,000; £750.

1954 Ford Zephyr, black/hide, heater, 8,000; £725.

1953 Ford Zephyr, black/hide, radio and heater, 9,000; £675.

1953 Ford Zephyr, black/hide, radio and heater, 12,000; £645.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZEPHYR

CAR MART, Ltd.

1953 Ford Zephyr saloon, heater; £675.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

1953 Ford Zephyr, leather, heater, as new; £675.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

1954 Ford Zephyr, under 2,000 miles, one owner, taxed; £765.

RIPCO, Ltd. (Zephyrs purchased), 16, Albemarle St., London, W.1. Hyde Park 2952-3-4. [C3052

£595!!! 1952 Ford Zephyr in Comet blue and in very immaculate order, one previous owner.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays and all day Good Friday and Easter Monday. Write for catalogue. [C1035

1951 Zephyr saloon, radio, heater, leather, guaranteed; £560, exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

£645.—1953 Ford Zephyr saloon, black, red leather upholstery, recorded mileage 20,000, fitted heater, radio, windscreen washer, radiator blind, in excellent condition throughout.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

Ford Zephyr Cars Wanted

1952-1953 Zephyr wanted urgently.—Fleet, The Cottage, Mentmore, Leighton Buzzard, Beds. [W1087

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD ZODIAC

DAGENHAM MOTORS, Ltd., Ford main dealers.

1954 Ford Zodiac, grey/green, 4,400; £825.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [C1066

FORD (V.8)

H. BEART & Co., Ltd., offer:—

1949 (September) Ford Pilot de luxe saloon, with radio and heater, recently fitted reconditioned engine, and in first-class condition throughout; £385.—102, London Rd., Kingston-on-Thames. Tel. 5348. [C1081

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 (Nov.) Ford Pilot, blue and blue leather, heater, radio; £410.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford Guildford 62907-8-9. [C1057

1949 Ford Pilot saloon de luxe, one owner, radio and heater, nominal mileage; £415.

REG TIMMS (MOTORS), Ltd., 17-18, High St., Toddington, Beds. Tel 371 [C4064

FORD Pilot saloon, heater, radio, new tyres, accessories; £365, terms.—Rogers Garage, Wellesley Ave., W.6. Riv. 2644 [C3054

1948 Pilot, black, leather, heater, immaculate condition; £345.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1950 Pilot saloon, radio, heater, guaranteed; £385, exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

1950 Pilot, black, leather, H.M.V. radio and heater, in exceptionally good condition throughout; £425.—Campbell Symonds, Wembley 6262. [C1037

£125.—1937 (December) Ford 30hp model 78 4-door saloon, bargain; £60 down.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490. [C1024

1951 model Ford Pilot, blue, excellent, most extras, negligible mileage, economy, absolute dependability.—B. Field, 3, Budnick Hill, Perranporth, Cornwall. [9315

1950 (August) Ford Pilot, genuine 32,000 miles, heater, radio, seat covers, nearly new tyres; £365.—G. E. Harper, London Road Garage, Stevenage. Tel. 700 after 6.30 p.m. 254. [9307

1950 Ford Pilot, radio, heater, black and brown leather, one owner, immaculate condition; £385.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

WALTER SCOTT, Ltd.—1950 Ford Pilot, black, leather, heater, low mileage, almost new condition; £425.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

425gns.—Ford V.8 Pilot, 1951 saloon, leather, radio, heater, one owner, exceptional; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

AMERICAN FORD

1941 Ford Mercury fitted with radio; £150.—Norton 14, West Halkin St., S.W.1. [8486

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K. —Lincoln Cars, Ltd. Gt. West Rd., Brentford. Tel. Ealing 4506/9. [0749/R

UTILITY—FORD OR OTHER BODIES

£125.—1938 Ford 30hp 81a wooden body utility; £60 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

FORD MISCELLANEOUS

1946 Ford Anglia, black with brown interior, clean and smart; £285.

REG TIMMS (MOTORS), Ltd., 17-18, High St., Toddington, Beds. Tel. 371. [C4064

FORD MISCELLANEOUS

J. DAVY, Ltd.

1937 8hp 4-door saloon, new unit, 4,000 miles, loose covers; £165.

1948 Prefect, engineer conditioned; £385.

1950 Pilot, hide, heater, radio; £395.

1952 Consul, heater, wing mirrors, 14,000 miles only; £599.

1953 Zephyr, hide, heater, low mileage; £675.

180—4, Kensington High St. (Wes. 9641); and 215, Brompton Rd., S.W.3. (Ken. 1108). [C1069

Ford Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RICHARDS & CARR buy 1947-54 Anglias and Prefects.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

Ford Spares and Service

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines).

[0314/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2253), main Ford dealers, service and all spares. [0095/R

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1136. [85065/R

FRAZER NASH

FOR Sale.—Le Mans replica Frazer Nash, very low mileage, all racing equipment including alternative axle ratio, colour green; price £850.—Watters Garage, Esplanade, Largs, Ayrshire. Tel. Largs 3248. [9217

1954 Frazer Nash Targo Florio grand sport 2-seater, full all-weather equipment, huge luggage boot, fitted 144bhp engine (bench tested certificate available), only just run in, unique opportunity at £2,950; a considerable saving on list price; immediate delivery.—Anthony Crook, Caterham 2232/3, Surrey. [C1063

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

328, smart condition, complete careful overhaul recently, authentic private sale; offers invited. —Box 4539. [9234

1937 type 45 Frazer Nash-B.M.W. 2-door saloon, excellent condition; £150.—Woking Motors (Maybury Hill), Ltd Woking 1928. [C4057

TYPE 327/80 Frazer Nash-B.M.W. fixed head coupe, specially equipped and maintained here, colour silver and blue, £650; also Type 328 2-seater, reg. 1946, £550.—Frazer Nash Cars, Falcon Works, London Rd., Isleworth, Middlesex Hounslow 0011 [C2015

145gns.—Frazer Nash-B.M.W., 1936 2-litre convertible saloon, leather, very good condition, choice of 3 Frazer Nash-B.M.W.s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

JACK ROSE, Ltd. offer 1939 Frazer Nash-B.M.W. type 327/80 saloon in beautiful dark grey with beige leather upholstery, fitted heater and many extras, in rare condition with outstanding performance; £615. —Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

BARTLETT will pay more for good Frazer Nash-B.M.W.s.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1015

HEALEY

B. J. HUNTER, Ltd., offer:—

1947 Healey sports 2-seater, tuned to 120 m.p.h., attractive; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel Gladstone 6303. [C2040

RICHARDS & CARR, always best value.

1953 Austin-Healey, one owner, 5,000 miles, Alfin drums, radio; £985.

1951 Alvis-Healey 3-litre convertible, H.M.V. radio, heater, smart; £995.

1951 Healey Tickford saloon, radio, heater, one owner; £865.

35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

BROOKLANDS, individuality, new and used cars.

1953 Austin-Healey 2-seater, 6,600 miles

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

HEALEY Silverstone, 1950, never raced; offers.—The Royd, Todmorden. [9146

1954 series Austin Healey, blue, heater, 1,000 miles, as new; best offer over £900.—Bowmans Garage, Weybridge 1265. [9305

HEALEY

G & M ALFREDS (1936), Ltd., formerly Guy Alfreds. 1952 (Series) Healey, Tickford body, above average condition.—6-7, Warren St., W.1. Euston 3268. [C1005

1948 Healey Elliott saloon, in good condition and well tyred, £625 or nearest offer.—F. M. Marsh, Moorside, Lancaster Lane, Leyland, Lancs. Tel. Leyland 81302. [9310

£595!!!—Healey magnificent Sportsmobile saloon, seats 4, specially built modern bodywork costing over £2,500, gift at this price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

ROSE & YOUNG, Ltd., offer 1949 Healey Elliott sports 2-seater, exceptional condition, very pretty; £565.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1950 (1st regd. Aug. 28) Healey 16.6hp 2.4-litre Silverstone 2-seater sports, colour red, genuine mileage 18,000, one owner only, original tyres all round, fitted chromium plated luggage carrier, taxed year, fitted side curtains, excellent hood, this car has definitely not undertaken any competition work at all and is in splendid condition throughout, very carefully driven; £725.

J. C. ALEXANDER, Ltd., 190, Deansgate, Manchester, 3. Tel. Deansgate 4795-6. [8989

1953 (Sept.) Healey Abbott 4-seater drop head coupe, in bronze with red leather, genuine 4,727 miles only, extras include H.M.V. radio, screen wash, demister, U.C.L. charger, Lucas flame thrower, Lucas spread light, extra side lamps, Bray heater, reversing lamps, badge bar, Ace Rimbellishers, special tool tray and chrome tools; this car has been most carefully handled and is unblemished, it will exceed 100 m.p.h. and do 26 m.p.g. at 60 m.p.h., taxed Dec.; £1,395; exchange considered.—"Inglemere," The Meadway, Syston, Leics. Syston 86557. [9139

Healey Cars Wanted

BARTLETT will pay more for good Healeys.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1015

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8641. [W3041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

AUSTIN-HEALEY or Triumph T.R.2 wanted for cash, private buyer.—309, Winchester Rd., Southampton. Tel. 73889. [9142

ACLAND & TABOR, Ltd., Welwyn By-Pass, Hertfordshire, Welwyn 481-2-3, urgently require Healey Tickford and Elliott saloons, also Abbott coupes.

HILLMAN 10

ALWAYS

HILLMAN Minxs. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022

SLOCOMBES, Ltd.

CALIFORNIAN 1953, radio, heater, Marchall spots, 6,000 miles; £725; also

MARK V saloon, 1952 September, heater, 10,000 miles, black; £595.

EXCHANGES, cars and motor cycles welcome; immediate h.p. terms; open until 7.30 (Saturdays 6 p.m.). —Slocombes, Ltd., Dudden Hill Lane, N.W.10. Willesden 4869, adjacent Dollis Hill Tube. [C4017

ACRES offer:—

1951 Hillman Minx drop head coupe, green, red leather upholstery, heater fitted, one owner only, 22,000 miles; £505.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1008

BOON & PORTER, Ltd.

1951 (Nov.) Mk. V saloon, grey brown upholstery, excellent condition; £495.—Castelnau, S.W.13 (By Hammersmith Bridge). Riverside 4444. [C1022

ELM AUTOSALES offer:—

1948 Phase II Minx, black, low mileage, well-maintained car; £565.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067

METROPOLITAN MOTORS

OFFER immediate delivery Humber Hawk and Sunbeam-Talbot Alpine.

1939 Hillman Minx saloon; £195.—Metropolitan Motors Horn Lane, Acton, W.3. Acorn 5064. [9060

B. J. HUNTER, Ltd., offer:—

1952 Hillman Minx drop head foursome coupe, positively unmarked; £575.

B. J. HUNTER, Ltd., 22 Cricklewood Broadway, N.W.2 Tel Gladstone 6303. [C2040

AUTOMOBILIA, Ltd., offer:—

1950 (Nov. 1949) Phase IV Hillman Minx 4-door de luxe saloon, black, brown hide, heater, fog lamp, low mileage, excellent condition; £475.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

WARWICK WRIGHT, Ltd., offer:—

1953 Hillman Minx Mark VI saloon, black, 10,000 miles, £635; another in blue, similar mileage.

1951 Hillman Minx Mark V saloon, black, 25,000 miles; £550.

1953 Hillman Minx Mark VI convertible coupe, claret, 20,000 miles; £645.

1953 Hillman Minx Mark V saloon, golden sand, 9,000 miles; £635; another in black, 11,000 miles; £625.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4015

1941 Hillman Minx saloon de luxe, fitted heater and radio; £265.

REG TIMMS (MOTORS), Ltd., 17-18, High St., Toddington, Beds. Tel. 371. [C4064

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

AUTO SALES (LONDON), Ltd., offer:—

1952 Hillman Minx saloon, low mileage, immaculate condition; £545.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [6935

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 Hillman Minx saloon low mileage, immaculate condition; £575.—Watford Way, Hendon Central, N.W.4. Tel Hendon 8084-5. [C2054

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Hillman Minx saloon, beige and grey leather, heater, loose covers, etc., 4,000 miles; £625.—COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

DAGENHAM MOTORS, Ltd., offer the following car:—

1951 Hillman Minx saloon, black, heater; £525.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

HAROLD SIMONS offer: Commer estate (see under "Utilities"). [C4065

1950 Hillman Minx saloon, colour black, taxed year, excellent condition; £450.—PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C5038

PHŒNIX MOTOR Co. (SURREY), Ltd., of all Rootes Group products, specialists in purchase and sale of GUARANTEED used Hillmans.

A SELECTION from our stock:—

1953 (May) Hillman Minx Mark VI saloon, black with red interior, 10,000 miles, practically as new throughout; £625.

1953 (March) Hillman Minx Mark VI saloon, blue with red interior; one owner, 7,700 miles, fitted loose covers, overriders, petrol tank lock, etc.; a very attractive car indeed; £635.

HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton Surrey. Vigilant 1121. [C3044

525 gns.—Hillman Minx, October, 1951, phase V saloon, heater, one owner, small mileage, exceptional; terms, exchanges.—Rowland Smith, below.

295 gns.—Hillman Minx, 1946 foursome drop head coupe, grey, blue leather, excellent condition; choice of 4 Hillmans; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1947 Hillman coupe, black, covers, heater, new tyres and hood; £310.—Walton-on-Thames 5037. [8826

1946 Hillman foursome coupe, magnificent; £500; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [C4058

1948 Minx coupe, one owner; £535.—Harcourt, Longmeadow, Brackley Ave., Hartley Wintney 2245. [9157

1952 Hillman Minx saloon, black, brown leather; £550.—Stratstone, Ltd., 40, Berkeley St., W.1. Mayfair 4404. [C4022

1948 Hillman drop head coupe, new hood, immaculate condition; £395.—Whittaker, 84, Dicconson St., Wigan 44101. [9206

1939 Hillman Minx, excellent condition; £195.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1952 Hillman Minx saloon, black, red leather, one owner; £535.—Vandervells, 215, Haverstock Hill, Belsize Park, N.W.3. Pri. 4441. [C4057

1946 Hillman Minx saloon, one owner, reconditioned engine just fitted; £515; 3 months' guarantee; terms and exchanges.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

HILLMAN 1953 Anniversary Minx saloon, 8,000 miles only, blue, red upholstery, one owner, as new; £645.—Hillwood Motors, Mill Hill 4232. [9019

1948 (May) Hillman saloon, black, one owner, low mileage, steering column gear change, heater, immaculate; £385.—West Drayton 2909. [9149

£266!!! 1939 Hillman 10 de luxe saloon, undoubted the finest we have had, practically 1951 condition; 3 months' guarantee; hire purchase, exchanges.—LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£150 1937 model Hillman Minx 10 saloon, excellent runner, bargain; £60 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1952 Hillman Minx drop head coupe, black, 18,000 miles, one owner, heater, radio, loose covers, rubber matting, clock Fram oil filter; £575.—Primrose 8615. [9530

CAMDEN MOTORS for Hillmans.—Choice of twelve of post-war models 1947-1952 saloons and coupes and ten pre-war models from £95 up to 1939 models at £195.

CAMDEN MOTORS for Hillmans.—Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Monday to Saturdays; write for catalogue. [C1055

1951 Hillman Minx saloon, radio, heater, one owner, exceptionally good condition throughout; £495.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1953 Minx anniversary coupe, black, 5,000 miles, exactly as new; £675; part-exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1953 Hillman Minx, fawn, choice of two, 5,000 and 7,000 miles respectively, both cars as new; £650.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1165. [C1016

1946 (Dec.) Hillman Minx saloon, blue, very good order throughout, any inspection, 3 months' guarantee; £345.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common S.W.18. Vandyke 1166. [C4034

HILLMAN 10

TANKARD & SMITH, Ltd., offer 1952 Hillman Minx saloon, black/red leather upholstery, immac. condition; £585; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Tel Flaxman 4801-2-3. [C4026

ARCHIE SIMONS & Co., Ltd.—1946 Hillman Minx drop head coupe, colour grey, new works engine just fitted, brakes relined, new hood, exceptional car in every way; £345.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

Hillman Cars Wanted

R

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

R

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DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

WROTHAM HEATH.—(Borough Green 4.)

ROCHESTER.—(Chatham 2231.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

EMA Ltd., Grove Rd., Southsea. Portsmouth 2168.

GOOD Minx wanted; immediate cash.—Lib. 1604 or Vig. 8978. [W3048

PRIVATELY owned Minx.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

TOP price paid for Hillman or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

TURN TO PAGE 55
Featuring
PLACES OF INTEREST FOR THE WEEK-END MOTORIST

WANTED privately (Midlands), 1949/51 Hillman Minx saloon, black preferred; no dealers.—Box 4537. [9232

XXX H. F. Edwards offer immediate cash for good Hillman cars.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088/R

NOTTINGHAMSHIRE distributors Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0552/R

Hillman Spares and Service

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialists (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1185. [0676/R

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MAIDSTONE ENGINEERING Co.

1939—40 Hotchkiss Paris Nice sportsman's saloon, most beautifully and attractively finished in maroon and silver, with blue leather interior in most excellent condition, fitted heater, twin chrome Windtone horns and twin chrome Lucas passlamps; this is a genuine example and is open to any trial, the performance is really amazing; £375.

CROSS St., Pendleton, Salford, 6, Manchester. Pep. 3457. [C3000

1938 Hotchkiss 3½-litre saloon, exceptional condition; £325.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

1950 (delivered Nov., 1949) Hotchkiss 3½-litre standard saloon, black, grey leather, Cotal gear box, in first-class condition throughout; cost nearly £3,000; excellent value at £725; exchanges, deferred terms.—John S. Truscott Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4055

Hotchkiss Cars Wanted

REQUIRED, good used Hotchkiss.—G. Elwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

H.R.G. Cars Wanted

REQUIRED, good used H.R.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H.R.G. Spares and Service

H.R.G. ENGINEERING Co., Ltd., for makers' spares, repairs and service.—Oakcroft Rd., Tolworth, Surrey. Elmbridge 4489. [0570

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

HUDSON

1947 Hudson Commodore, 22hp, R.H.D., radio, immaculate; £585.—WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). For the largest Jowett agents in the country. [C4049

HUDSON 16.9 saloon, steering gear change, heater, radio, leather, really in magnificent condition, 42,000 miles only, finest in the land; bargain, £265.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

HUDSON.—1952 Hudson Commodore 8 4-door saloon, grey/maroon, l.h.d., hydramatic transmission, radio, heater, Whitewall tyres, under 22,000 miles; £1,975 (demonstrator model).—Hudson Motors, Ltd., Great West Rd., London, W.4. Chiswick 3621. [9002

1947 Hudson Commodore 4-door sedan, r.h.d., finished in duo tone silver and black, fitted with Tartan loose covers, air conditioning heater, chrome wheel rims, spot lights; a beautiful, immaculate car; £495; terms, exchanges, h.p. terms.—Northgate Motors, Oldham. Tel. Main 6370. [9290

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0861/R

HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621, first-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors Ltd. [0065/R

HUMBER

TOM GARNER, Ltd., offer:—

1952 Humber Hawk Mark IV saloon, black with brown leather, heater, radio; £755.—TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

1951 Humber Hawk saloon, late diplomat's car, chauffeur maintained; £625.—B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

WARWICK WRIGHT, offer:—

1953 Humber Super Snipe Mark IV saloon, gun grey, 8,000 miles, £1,125; another in sapphire blue, similar mileage.

1953 Humber Hawk Mark V saloon, gun grey, 9,000 miles; £845.

1949 Humber Hawk Mark III saloon, black, 26,000 miles; £565.

1952 Humber Super Snipe Mark III saloon, steel grey, heater, 20,000 miles; £775.

1951 Humber Pullman Mark III 7-passenger limousine, indistinguishable from new, black, radio and heater, 17,000 miles; £1,550.

1951 Humber Hawk Mark IV saloon, green, radio and heater, 16,000 miles; £685.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

HAROLD SIMONS, Ltd., offer:—

1952 (Sept.) Super Snipe saloon, one owner, 9,000 miles, heater, demister, leather, an excellent car throughout; £775; trade enquiries welcomed. 3 months' written guarantee; free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd.). 3 minutes trolley East Finchley Tube. Finchley 0052-55. [C4065

PETER BANTOCK CAR SALES offer:—

1947 Humber Pullman, black, excellent condition; £475.

1947 Humber Hawk, black with brown upholstery, fitted Ace discs, an immaculate car; £365.—104, High Rd., Chiswick 2725/5870. [C1014

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Rootes Group dealers.

1949 Humber Super Snipe, black, heater; £465

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—

1949 Humber Snipe 18hp saloon, black, brown interior, fitted with four new Goodyear Eagle tyres, excellent condition; £595.—D. J. Shepherd & Co. (Enfield) Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

CAMDEN MOTORS offer the following Humbers:—

1950 Super Snipe saloon, black, tan leather, heater, wing mirrors; late property wealthy local businessman; £495.

1948 Hawk saloon, 2-litre model with gears on steering column, nice roomy modern car carefully maintained by one owner (country town dentist); £395.

1952 Mark IV Hawk saloon in very immaculate condition, genuine low mileage one owner specimen; £695.

1939 Super Snipe drop head coupe, roomy 5/6-seater body similar style to post-war; most impressive performance, good appearance; £195.

1938 Super Snipe saloon in respectable but not super, immaculate order; very good mechanically; £145.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041, open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1055

1949 Humber Super Snipe, black, one owner; £425.—

ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2055

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

PRIVATELY owned Hawk.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

1952 Humber Hawk, 5,000 miles only; £735.—Mansfield Autos, Ltd. Euston 2587. [C5001

1950 Humber Tickford convertible, 34,900 miles; £825.—Tickford, Ltd. Tem. Bar 3336. [C4029

1949 Super Snipe black saloon, radio, heater, immaculate; £365.—Write 42, Bailbrook Court, Didsbury, Manchester. [9153

1951 Hawk, one owner driver, right-hand drive, export model, well looked after, genuine; £625; private sale.—Box 4565. [9347

1939 Humber Super Snipe, a specimen car in 1950 condition; £250.—Jack Posner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1949 Humber Super Snipe saloon, excellent order throughout, magnificent car, three months' guarantee; £445.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). [C1061

1951 Humber Hawk saloon, very nice condition; £625.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8636. [C4039

1948 Humber Hawk saloon, one owner, clean.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W. X. 2760. [3291

1950 Humber Super Snipe, grey, grey leather, one owner only, 37,000 miles, compares favourably with 1953 model; terms; exchanges; snip at £495.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

CAMDEN MOTORS for limousines.—The largest selection in the country, sixty-five in stock including Humbers of all years; see under limousines section. [C1035/1

1952 Humber Super Snipe, black, low mileage, fitted radio and heater, excellent condition; £695.—Davenport Vernon & Co., Ltd., High St., High Wycombe (2400). [9302

WANT to dispose of 1953 Humber Super Snipe and take 1953 Humber Hawk in exchange, plus a difference of £200.—Robinson, 6, Woodlands Rd., Gt. Shelford, Cambs. [9117

1949 Humber Pullman limousine, 36,000 miles, heater, wireless, chauffeur driven, spotless condition, licensed and insured; £850.—Green, 15, Vincent Sq., S.W.1. Vic. 0917. [9162

1953 Humber Super Snipe saloon, 10,000 miles, radio, heater, many other extras; £1,095.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Adj. Leicester Sq. Tube stn.), W.C.2. Temple Bar 3588. [C1027

1949 Humber Hawk saloon, finished satin bronze red leather, fitted H.M.V. radio, heater, 30,000 miles only, in beautiful order throughout, one owner; £535.—Gordon White & Co., Ltd., Gerrards Cross 2077. [9333

1950 Humber Super Snipe, colour grey, grey leather, heater, genuine mileage 21,000, superb condition throughout; £495.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1950 Humber Super Snipe, one owner, black, brown upholstery, immaculate condition throughout; £575; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1953 Humber Super Snipe de luxe saloon, metallic grey, red hide upholstery, radio, heater and screen washers, 9,000 miles, in new condition throughout, carefully maintained by one owner; £1,075; terms and exchanges.—J. Gilder & Co., Ltd., Cambridge St., Sheffield, 1. Tel. 26358-9. [9013

525 gns.—Humber Hawk, 1951 model Mark IV saloon, satin bronze, sliding head, red leather, heater, one owner, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 Humber Super Snipe, colour Alpine mist, mileage under 10,000, with heater, radio, windscreen washers, badge bar and Lucas flame thrower lamp, excellent condition; any trial; £1,025.—Davenport Vernon & Co., Ltd., High St., High Wycombe (2400). [9301

A & S Limousines, extensive selection low mileage first class condition Humbers, guarantee certificate, ready service.

£345, privately chauffeured, 24hp. Limousine, partition, forward occasionals, leather throughout, 31,000 miles, 1950-condition, economical.

LIMOUSINES 1947, mitred edge Pullman, partition, forward occasionals, black, meticulously maintained, reasonable mileage, £635 selection from £485.

LIMOUSINES, privately chauffeured Humbers, 1949/50, partition, forward occasionals, leather, also cloth upholstery, radio, heater, certified mechanically, ready service, keen prices.

7-passenger 1951 Imperial Saloons, leather upholstery, heater, radio black, genuine low mileages, selection from £895.

LIMOUSINES, 1951, Pullmans, leather also cloth, heater, radio, first class condition, from £945.

1952 Pullman, also Imperial partitioned Limousines, leather throughout, forward occasionals, heater, radio, genuine low mileage, competitive prices Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R

EMA Ltd., Grove Rd., Southsea. Portsmouth 2165. [5308

LATE Hawk saloon; full particulars.—Rogers, Wellesley Ave., W.6. Riv. 2644. [W3054

TOP prices paid for 1950-51-52 Pullman limousines. Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231. [0330/R

Humber Cars Wanted

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

ROCHESTER.—(Chatham 2251.)

WROTHAM HEATH.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 3333.)

MANCHESTER.—129, Deansgate (Blackfriars 6677.)

CANTERBURY.—(Canterbury 5252.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

POST-WAR Super Snipe fitted with 4-light sports saloon body.—Full particulars to Beechs, Liskeard, Cornwall. [9318

XXX H. F. Edwards offer immediate cash for good Humber cars.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086/R

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R

7-PASSENGER, 1946/48/50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006

Humber Spares and Service

THE Humber specialists for all spares.—Ring Uplands 2437. See advt. under Parts & Accessories. [0398/R

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ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

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HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027/R

GE 1948 (late) really superb special equipment 3½-litre 25hp Jaguar; one owner, total recorded mileage 33,000; fitted magnificent 2-door, 5-seater coachwork drop head coupe with three-position hood, graceful swept tail incorporating spacious luggage compartment and built-in tool tray complete; finished brilliant immaculate as original black cellulose, glittering chromium plate, beautiful rich brown leather, Tygan tailored tartan loose covers, accessories to tone; polished interior woodwork; equipped: telescopic steering, sprung steering wheel, large type speedometer, revolution counter comprehensive instrument panel, remote-control gear box, heater, demisters, air-conditioning, Philco press-button radio, fog/pass lights, twin-tone horns, Ace discs, near-new tyres excellent battery; fully serviced, throughout, terrific performance; virtually indistinguishable new throughout; written guarantee; 495gns; hire purchase; part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. Harpenden 118. [C2000

ACRES offer:—

1953 Mark VII Jaguar, 6,000 miles only, black with red leather upholstery, many extras, as new; £1,345.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

ACRES offer:—

1951 Jaguar XK120 roadster, royal blue and silver, 19,000 miles only, fully modified, never raced, as brand new; £995.

ACRES AUTOS, Ltd., 156-158, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002a

R. F. FUGGLE, Ltd.

1951 XK120, black, one owner, works maintained, 26,000 miles, used domestic purposes only; £900.

1951 XK120, red, two owners, perfectly maintained, used domestic purposes only; £875.—Fuggle, Bushey Heath, Herts. Tel. Bushey Heath 1685. [C2017

B. J. HUNTER, Ltd., offer—

1951 Jaguar XK120 2-seater, £270 worth of modifications; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

JAGUAR

H. BEART & Co., Ltd., offer:—

1947 (June) 1½-litre Jaguar, grey with grey leather, two owners, in excellent condition throughout; £495.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081

MAIDSTONE ENGINEERING Co.

1947 (April) Jaguar 1½-litre special equipment saloon, finished in unblemished black with brown leather interior, fitted Ace discs, heater, demister, mechanically in really superb condition throughout, a most attractive specimen, open to any trial or examination; £425.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

ROSE & YOUNG, Ltd., offer:—

1952 XK120, fitted with all modifications, including wire wheels, 9-to-1 compression, magnetos, radio, heater, spot lamp, luggage carrier, etc., exceptionally fast, immaculate condition; £1,065.

1951 XK120, low mileage, fitted heater, winkers, etc., exceptional condition, metallic silver; £855.

1950 Jaguar Mark V 2½-litre saloon, exceptional condition, black; £625.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

SAUL & SLATTER, Ltd., offer:—

1954 Jaguar XK120 d/h coupe, birch grey with red, 2,000 miles only, many extras.—44-46, Alderman's Hill, N.13. Palmers Green 3631. [C4002

PHILIP RICKARDS, Ltd., offer:—

1953 (June) Jaguar Mark VII saloon, black/tan, radio, 11,000 miles; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

WARWICK WRIGHT, Ltd., offer:—

1952 (November) Jaguar Mark VII saloon, black, 5,000 miles; £1,375.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

BRADSTOCK MOTORS, Ltd., offer:—

£865.—1951 Jaguar XK120, finished in most attractive duo-colour, fitted loose covers, heater, washers, rad. blind, indicators, standard model, never raced; an outstanding example of this famous car.

1949 Jaguar Mark V 3½-litre saloon, grey, grey leather, fitted radio, heater, excellent condition; £595.—Chase Rd., Epsom. Tel 633. [C1090

RICHARDS & CARR always best value.

XK120 L.h.d., 1953 f/h coupe, 9,000 miles; £1,285.

XK120 1951 2-seater, one owner, 9,000 miles; £945.

XK120 1951 2-seater, unmodified, very smart; £825.

35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1953 XK120 drop head coupe, l.h.d., full modifications, wire wheels, total mileage 9,000 cream with red leather; £1,200.

1947 Jaguar 2½-litre saloon, colour grey with grey leather; £425.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guilford 62907-8-9. [C1057

CAMDEN MOTORS offer the following Jaguars:—

1936-7 2½-litre saloon, reasonable order and quite fast; £135.

1937 2½-litre saloon, fitted new tyres, new shock absorbers and new Dagenite battery; £175.

1939 2½-litre saloon, overhauled in our workshops, just road-tested and found to be 100% mechanically; £295.

1940 2½-litre saloon, similar to 1948 series, largely original except for engine (replaced by new unit 1952); £345.

1937 1½-litre saloon, 12hp model, smart Jaguar green finish, very good on petrol; £195.

1939 1½-litre saloon, bills for mechanical overhaul; £295.

1940 1½-litre drop head coupe, very, very scarce model, delightful order; £535.

1948 1½-litre saloon, March delivery, two previous owners, genuinely moderate mileage, fitted radio; £465.

1949 Mark V saloon, grey with immaculate leather to match; £595.

1950 Mark V saloon, scarce 2½-litre series, immaculately maintained by one owner; £625.

CAMDEN MOTORS, the used Jaguar specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

KJ MOTORS, Ltd., Jaguar main agents, offer:—

1953 Mark VII saloon, pastel blue, blue leather, low mileage, one owner; £1,325.

1952 Mark VII saloon, grey with grey leather, one owner, taxed year; £1,095.

1939 3½-litre coupe, grey, brown leather, recellulosed reconditioned engine, immaculate condition; £325.—Widmore Rd., Bromley. Ravensbourne 3456. [9272

BROOKLANDS: Individuality, new and used cars.

1952 Jaguar XK120 sports 2-seater, 6,000 miles

BUY or sell your car with confidence.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1948 3½-litre Jaguar drop head coupe, finished black, brown leather, radio, heater, seat covers, new tyres, immaculate condition throughout; £475. [C1001

1953 (August) Jaguar Mark VII saloon, 8,000 miles.—Weybridge 600. [C4023

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1954 Jaguar Mk. VII saloon, 1,200 miles only; £1,495.

1952 Jaguar Mk. VII saloon, grey, excellent order; £1,150.

1948 Jaguar 3½-litre coupe, radio, above average; £585.

1947 (1948 model) Jaguar 1½-litre saloon, black; £495.

GORDON CARS (LONDON), Ltd., 375, Euston Rd., London, N.W.1. Eus. 6611. [C2025

1947 model 1½-litre Jaguar, splendid condition throughout; £385.

1939 Jaguar 1½-litre, recellulosed, engine in process of major overhaul; £290.

1939 Jaguar 1½-litre drop head, resprayed, engine rebored, new carpets; £285.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2066

1947 Jaguar 3½-litre saloon, fine condition; £450. Autowork, Ltd., Winchester. Tel. 4834. [C1010

BARTLETT.—Jaguar 1952 XK120 2-seater, £150 extras; £1,150.—27a, Pembridge Villas, W.11. [C1013

1948 (April) 3½-litre saloon, beige, red leather, radio, etc.; £425.—Robbins East Putney. Tel. 4581. [C3010

495 gns.—Jaguar 1949 3½-litre saloon, sliding head, leather, radio, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

375 gns.—Jaguar 1947 3½-litre saloon, sliding head, leather, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

BEARTS OF KINGSTON. Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0081/R

1950 (July) 3½-litre saloon, black, 25,000 miles, as new; £695.—Mansfield Autos, Ltd., Euston 2587. [C3007

1947 Jaguar 1½-litre saloon, exceptional condition throughout; £465.—Autowork, Ltd., Winchester. Tel. 4834. [C1010/1

1953 Jaguar Mark VII saloon, radio, etc., immaculate.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1939 Jaguar 2½-litre drop head coupe, radio, guaranteed; £235; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

FOR sale, 1951 Jaguar Mark V drop head model; £900.—Lumb, 58, New North Rd., Huddersfield. Tel. 4350. [8679

1946 Jaguar 1½-litre saloon, first-class throughout; £415.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019

1949 Jaguar Mk. V 3½-litre saloon, black, exceptional condition; £650.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

XK120 1951, silver green, new tyres, one owner; £895.—"Gainsborough," Warren Lane, Friston, Eastbourne. (East Dean 2127.) [9221

1938 Jaguar 1½-litre drop head coupe, silver, first-class condition throughout; owner going abroad; £245 o.n.o.—Taylors Garage, Truro. [9216

JAGUAR 1937 2½-litre saloon, black and chrome, exceptional condition, over 80 m.p.h.; £230.—Ford, 41, Du Cros Drive, Stanmore, Middx. Grimsdyke 1611. [9318

1951 Jaguar Mark V 3½-litre saloon de luxe, 22,000 miles only; £825; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 6262 (Tube). [C1034

1948 Jaguar 1½-litre S.E. saloon, delightful one owner car; written guarantee; £498.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057

1953 Mk. VIII saloon, black, heater, 3,500 miles, £1,450; and 1953 Mk. VII saloon, grey, heater, radio, 16,000 miles, £1,275.—Jack Olding & Co. (Motors), Ltd. Mayfair 5242. [C3030

1948 Jaguar 3½-litre saloon, grey, radio and special equipment, one owner; £465.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

1948 Jaguar 3½-litre drop head foursome coupe, two owners from new, 44,000 genuine mileage, has been enthusiast owned and maintained from new; £495.

REG TIMMS (MOTORS), Ltd., 17-18, High St., Toddington, Beds. Tel. 371. [C406

1950 Jaguar 3½-litre Mark V saloon, black with brown leather interior, loose covers, moderate mileage, in very good condition; £650.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [C1075

1949 Jaguar 3½-litre saloon, silver grey, red leatner, Ace discs, excellent condition throughout; £459.—Peter Guest, Ltd., Gaywood, Kings Lynn. Tel. 4129. [C2053

1954 Jaguar Mk. VII Feb. 16th, birch grey red upholstery, 3,000 miles, fitted heater, radio and overdrive, owner going abroad; £1,650.—Apply Wood Park Hotel, Colwall, Malvern. [9054

1952 Jaguar Mk VII saloon, 14,000 miles, one owner, radio, heater, link mats, taxed year, guaranteed unblemished; £1,195; terms, exchanges.—Cyril Sheppard of Reading. Sonning 2345. [8595

£525!!!—We guarantee this is the finest Jaguar 3½-litre de luxe saloon on offer; bodywork and chassis as new, interior leather spotless, first reg. istered late 1948, scarcely used, speedometer reads 14,000; whole vehicle in magnificent condition.—Below.

£444.—1947 Jaguar 1½-litre saloon de luxe, excellent throughout; choice of three; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN. Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1950 Jaguar Mark V 3½-litre, immaculate condition, loose covers, 27,000 miles only, one Harley St. surgeon owner, any examination invited; bargain, £695!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

JAGUAR

1945 (Nov.) 3½-litre Jaguar saloon, gunmetal, red leather, mechanically perfect, coachwork exceptionally good condition, new engine; £575.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

JAGUAR 2½ saloon, November, 1948, black, brown leather, taxed Dec., total mileage 55,000, present engine 7,000, immaculate; £465; terms, exchanges.—Clark, Britannia Garage, Bridlington. Tel. 4056, evenings 2861. [9208

JAGUAR Mark VII saloon, bought new 14/10/53, black with brown leather, mileage under 500, one owner, as brand new; £1,400; terms and exchanges.—Scott & McGregor, 194, Lloyd St. North, Manchester, 14. Tel. Moss Side 2013. [8981

1953 reg. Nov. 1952 Jaguar Mk. VII, black, brown leather, 17,000 miles, unmarked and as new, taxed; £1,195, 3 months' written guarantee; terms, exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 556. [8864

C-TYPE racing competition 2-seater, late 1953, meticulously maintained 3 carburettors, Panhard rod, all ready for season capable of 150 m.p.h., virtually as new.—Chipstead Motors Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052-7253-7154. [C1046

OFFERS wanted for 1951 Jaguar XK120; this car is something really outstanding in that some £700 has been spent on modifications, extra equipment and special paint and chrome finish throughout; colour mustard and black with upholstery to match, radio, heater, blinkers, twin exhausts, etc., must be seen and tried to be fully appreciated; part exchange enquiries welcome.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

Jaguar Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. [W4002/R

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta 8000. Seven Sisters Rd. Tottenham, N.15. [0180/R

BARTLETT will pay more for good XK120 Jaguars.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

TOP price paid for Jaguar or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

LONDON CARS urgently require 1946-49, 1½-litre saloons.—592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [W2057

JAGUAR Mk. V required; good prices paid for clean cars.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 556. [9078

XXX H. F. Edwards offer immediate cash for good Jaguar cars.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

Jaguar Spares and Service

HENLY'S, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs. [0563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares, Jaguar repairs and maintenance.—Service Station Green Lanes, N.13. Palmers Green 3631-2-3. [S4002/R

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—521, Romford Rd., Forest Gate, E.7. Maryland 4818. [0435/R

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528/R

LANCASHIRE specialised sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080; Deansgate, Manchester. Tel. Deansgate 4507. [0391/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1754-5. [0719/R

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick. Kin. 4718. [0620/R

JEEPS.—Britain's leading Jeep specialists, all spares in stock, prompt despatch, rebuilt Jeeps detachable bodies, utilities, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013/0621. [0241/R

£120 buys a special bargain.—See Metamet famous for 12 conversions.—98B, Belsize Lane, N.W.3. Hampstead 8231. [0527/R

JEEPS!!!—Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

JEEP

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; H.P. terms available.—Mansell & Fisher (see Jeep Spares below). [C5066

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export, 1954 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc.; noted for all American spares.—531-533, High Rd., Chiswick, London, W.4. Chiswick 1919/6850. [0535/R

Jeeps Wanted

WANTED, good Jeep.—Thompson, 9, Beresford Drive, Southport. Tel. 88155. [9014

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Jeep Spares and Service

JEEP Service Station overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4758. [C5066

JENSEN

BROOKLANDS: Individuality, new and used cars.

NEW JENSEN Interceptor for early delivery; particulars available on "541."

1951 Jensen Interceptor cabriolet.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1939 3½-litre Jensen 4-door de luxe saloon, excellent condition; £345.—Jacquier Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

JOWETT

WMWELBECK MOTORS, Ltd., for Jowetts.

A SELECTION from our stock:—

1953 Series III Javelin de luxe, turquoise blue, beige hide, 5,000 miles, identical to new, these almost-new latest-type Javelins de luxe are now very rare and difficult to find; price £785.

1953 Series II Javelin de luxe, turquoise blue, beige hide, 8,000 miles, as new; £650.

1953 Jupiter Mark IA, ivory, radio, 10,000 miles; £750.

1952 Jupiter Mark I, red, new Series III engine; £650.

1952 Jupiter Mark I, copper, replacement engine; £620.

OUR Jupiter prices might be a little higher than elsewhere, but the cars are in superb condition with faultless hoods, tyres and paintwork.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). For the largest Jowett agents in the country. [C4049

CLARKES OF PIRBRIGHT

THE Jowett centre of the south offer:—

1953 standard Javelin, 400 miles; £800.

1952 Jupiter 2/3-seater sports, British racing green, beige leather, heater, flamethrower and pillar spot lamp recent engine overhaul; £595.

1949 Javelin de luxe saloon, golden sand and brown hide upholstery, extras include twin spot lamps, twin rear lamps, heater, Ace Rimbellishers and loose covers, fitte. with hardened crankshaft; £475.

WE wish to purchase good used Javelin and Jupiter cars.

CLARKES OF PIRBRIGHT, Pirbright, Surrey. Tel. Brookwood 2201. [C1049

MAIDSTONE ENGINEERING Co.

1950 Javelin saloon, most beautifully finished in black with fawn interior and fitted new loose covers, excellent tyres, fitted heater, a most beautiful example; £450.

CROSS St. Pendleton, Salford, 6 Manchester, Pen. 3457. [C3000

B. J. HUNTER, Ltd., offer:—

1950 Jowett Javelin de luxe saloon, fitted late model engine; £475.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1953 (December) Javelin standard saloon, 400 miles; £795.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

RICHARDS & CARR always best value.

1950 Javelin de luxe, one owner, heater; £495.

1949 Javelin, Series III engine, £160 overhaul; £495.

35 Kinnerton St., London, S.W.1. Sloane 5424. [C3045

TORQUAY MOTORS, Ltd., Jowett distributors:

JAVELIN d/l saloon (1953), grey/red, radio, etc.; £750.

JAVELIN d/l saloon (1953), grey/red; £650.

BRADFORD 4 light utility van, new and unregistered; £425.

TORWOOD St., Torquay. Tel. 7591, also at Topsham Rd., Exeter. Tel. 3579. [8988

1953 Jowett Javelin de luxe saloon, one owner, 18,000 miles, heater, immaculate; £625.

1950 Javelin de luxe saloon, one owner, superb condition; £500.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1949 Jowett Javelin de luxe saloon, reconditioned engine; £424.

1952 (Feb. 2) Jowett Javelin standard saloon, one owner, low mileage, heater, highly recommended; £525.

1952 (Oct.) Jowett Bradford de luxe utility, one owner, 12,000 miles, like new; £375.

1954 Jowett Jupiter Mark 1A, ivory; £1,026/4/2.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

CAMDEN MOTORS for Jowetts.—1952 saloon with heater and other de luxe extras, carefully maintained.

1950 de luxe saloon, one in beige, a one-owner car at £495; and one in blue, two owners, at £475.

CAMDEN MOTORS for Jowetts, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.

GODFREYS, Ltd., 228, 234, London Rd., Croydon. Cro. 3641-2; 208, Gt. Portland St., W.1. Eus. 4632-4; Bushwood Corner, Leytonstone, E.11. Wan. 5101-2. [0463/R

1951 Javelin de luxe saloon, metallic grey, mileage under 20,000, one owner, radio, screen washers, taxed year; £575.—Below.

1952 Javelin standard saloon, black, Series III engine, loose covers, one owner, taxed year; £595.—Buntings Motor Exchange, Harrow. Tel. 6225-6. [9242

JOWETT 1952/3 Javelin, one owner, heater, series III engine, outstanding performance and economy; £595.—Hillwood Motors, Mill Hill 4232. [9020

1953 Series III Javelin de luxe, 11,500 miles, perfect condition; £745.—Mellers, Sanderfoot, Bromley Cross, Bolton. Tel. Eagley 219. [9196

1952 Jupiter, modified series III specification, bronze, red leather, spotless condition, new tyres, offers around £575.—Box 4386. [8796

£585.—1952 Jowett Javelin saloon, bronze with red upholstery, fitted Lucas spot lamp in thoroughly good all round condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1952 Jowett Jupiter, Bronze engine, just overhauled, inspection and trials welcomed; £585; exchanges, deferred.—B. Ringle, 46, Warren St., W.1. Euston 3375. [9075

1952 (November) Jowett Javelin de luxe, grey, red leather, low mileage, immaculate; £625.—G. E. Harper, London Road Garage, Stevenage. Tel. 700, after 6.30 p.m. 294. [9305

1953 Series III Jowett Javelin de luxe saloon, one owner, steel grey, just been respraved by makers, immaculate throughout, radio, spare set of tyres and many extras; price £730.—Box 4536. [9231

1952 Javelin, black, genuine 22,000 miles, loose covers, heater, screen washer, one fastidious owner; £535.—Economy Car Service, Rickmansworth. Tel. 3326/5151. [9276

1951 series Jowett Javelin saloon de luxe, one owner, maroon, excellent condition; £515.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1951 Jupiter, specially prepared for Monte Carlo, new engine and gear box fitted, front suspension modified, cellulose cream; best offer over £500.—Bowmans Garage, Weybridge 1265. [9304

1953 series III Jowett Javelin de luxe, 11,500 miles, offered in exchange for similar Morris Minor saloon, cash adjustment.—Mellers, Sandersfoot, Bromley Cross, Bolton. Tel. Eagley 219. [9197

1950 (Dec.) Jowett Javelin de luxe saloon, radio, heater, twin spot lights, 19,000 miles, excellently maintained, grey/red leather; £495 or near offer.—Estate Office, Bignell Park, Bicester. Tel. 92. [8765

Jowett Cars Wanted

WMWELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 5991. Largest Jowett agents in the country, would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. [W4049

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

JUPITER, low mileage, one owner, wanted privately; lowest cash price.—Poole, Lockeridge (Wiltshire) 267. [9065

Jowett Spares and Service

WILLIAM ARNOLD, Ltd., JOWETT distributors.

COMPREHENSIVE stock of spares; sales, service.—Upper Brook St., Manchester, 13. Ardwick 4561. [0517/R

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradfords, always in stock, specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0961/R

KINGSTON-ON-THAMES Jowett distributors; all spares and replacement units available plus specialised service.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kin. 2241-2. [84053/R

Jowett Spares and Service

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

BIRMINGHAM agents; large stock of spares.—Frank Mosley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0549

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins. Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6.

A.V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience, spares and service. [0759/R

LAGO-TALBOT

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1951 Lago-Talbot 2-litre, finished maroon, beige leather, radio, heater, special body by Saoutchik, white wall tyres, Marchal headlamps and spotlamps, fitted suitcase in luggage boot, Perspex steering column, Wilson gear box, immaculate condition throughout; £1,750. [C1001

LAGONDA

BROOKLANDS, Lagonda distributors, latest 1954 models on show and for demonstration.

1953 Lagonda, 1954 specification 3-litre Tickford foursome drop head coupe.

1953 Lagonda Mark II 4-door saloon.

1952 Lagonda saloon, 13,600 miles, passed by makers.

THE above are guaranteed.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 6351-6. [C1029

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.).

1933 3-litre 4-door saloon, finished in black, very good example.

1939 V12 sports saloon, Sanction II engine, excellent history.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 273, London Rd., Staines. Tel. Staines 4211-2-3-4-5. [C1080

PERFORMANCE CARS, a good selection, always available; written guarantee.—See under "Sports Cars." [3041/R

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1949 2.6 Lagonda saloon, 32,000 miles, heater and radio; £995.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [4057

1952 2½-litre foursome coupe, maroon, heater, radio, 9,000 miles; £1,800.—Jack Olding & Co. (Motors), Ltd., Mayfair 5242. [C3050

LAGONDA 10hp Rapier fixed head coupe, excellent condition, recent extensive overhauls; £275.—After 7 p.m., Hill, Bridle Path Stores, Beddington, Surrey, Croydon 1463. [9179

LAGONDA 16/80 2-seater, Vanden Plas, P.100s, resilvered, brakes just relined, re-upholstered, reconditioned, carburettors, 25+ m.p.g., taxed year; £255.—Box 4557. [9312

1951 Lagonda 2½-litre saloon fitted with Vantage engine conversion by manufacturers, very fine performance, colour black, beige interior, radio and heater, taxed year, in beautiful condition throughout; no reasonable offer refused.—C. C. Parker, The Grange, Wainfleet, nr. Skegness, Lincs. [8647

1938 V12 Lagonda sports saloon, blue, red leather, fitted radio, heater, demister, pass lights, ride control; built-in jacks, mechanical lubrication, new battery, good tyres, spare unused; excellent all-round condition; £545.—Sykes, 17, Oakland Ave., Stockton Lane, York. Tel. 53127. [9181

1937 Lagonda 4½-litre pillarless 4-door saloon model LG45, finished bronze, new tyres, radio; this car is very exceptional in that £735 has been spent on overhaul at factory, for which bills are available; must be seen and tried to be fully appreciated; £446.—G. P. Morley 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

Lagonda Cars Wanted

RROWLAND SMITH'S the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

Lagonda Spares and Service

DAVIES MOTORS, Ltd.—See our display advertisement on page 485. [S1080

LANCHESTER

TOM GARNER, Ltd., offer:—

1953 Lanchester 14 saloon, blue with leather, 2,000 miles only; £1,155.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

1950 gns.—Lanchester 14 1939 model Roadrider de luxe saloon, sliding head, leather, manual gear change, i.f.s., good condition; terms, exchanges.—Howland Smith, below.

95 gns.—Lanchester 14 1937 model Roadrider saloon, sliding head, leather, preselector, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

LANCHESTER 18 Martin Walter d.h.c., 4-seater, fitted engine liners, brakes relined, aluminium body, black, beautiful condition; £220.—Cumrew, Fulshaw Park, Wilmslow. [9329

LANCHESTER

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14hp saloon (1953), green, beige leather, low mileage; £1,050.

LANCHESTER 14 saloon (1952), black, brown leather; £925.

LANCHESTER 10 saloon (Nov., 1946), Grey, red leather; £550.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) Service: 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464.) [C4022

LANCHESTER 10 4-door saloon, 1934, recently overhauled, excellent condition; £120.—Brewers Garage, Station Approach, Epsom, Surrey. [9328

Lanchester Cars Wanted

1946-47 or 48 Lanchester 10 saloon wanted, in good condition.—L. A. Simons, 1, Brookdale, Finchley, N.2 [W4065

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lanchester Spares and Service

A ROOT ENGINEERING, Ltd.—Prescicted gear boxes exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 [0237/R

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775. [0689

ALLEN'S, Victoria Rise, Clapham, S.W.4, Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0462

LANCIA

MAIDSTONE ENGINEERING Co.

1937-8 Lancia Aprilia saloon, recently fitted works reconditioned engine and only covered small mileage since, recellulosed gunmetal, interior upholstered throughout in blue leather with carpets to match, fitted new battery, teledraulics, in excellent condition throughout; £325.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3008

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1936 Augusta open 4-seater, heater, unusually good condition; £285.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

£165.—Lancia Augusta saloon, 1935, fine condition generally, good tyres and battery.—Walton-on-Thames 4488. [9137

LATEST type Lancia Aprilia available, r.h.d., imported and first licensed here 1950; £450; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. day, 26838; night, 51316. [9136

LANCIA Astura foursome drop head coupe, recent engine overhaul, also body repanelled in aluminium at the cost of £400; ideal holiday car for towing caravan; car to be seen to be appreciated; £565.—Tel. Fremantle 8401 [C4056

Lancia Cars Wanted

WANTED, 1939 Lancia Aprilia.—Hunt, Transport Wharf, Dickerage Lane, New Malden. [9122

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2565. [W2054/R

LANCIA.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5746.) [0320/R

LEA-FRANCIS

B. J. HUNTER, Ltd.

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

B. J. HUNTER, Ltd., offer:—

1952 Lea-Francis 14hp saloon, fine car offered at attractive price of £695.

1950 Lea-Francis 2½-litre sports coupe, very fast, most attractive car; £595.

1948 Lea-Francis 14hp saloon, maintained regardless; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

MAIDSTONE ENGINEERING Co.

1951 (March) 14hp Lea-Francis Sportsman's saloon, this is the latest streamlined model most beautifully finished in burgundy and black wings with fawn leather interior fitted heater, Rimbellishers, screenwashers, instruction books and complete set of all tools, this is a genuine one-owner car that has only covered a small mileage, open to any examination or trial, £750; terms, exchanges.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457 [C3000

CHARLES POLLETT, Ltd., Sole Distributors, Lea-Francis, London and Home Counties, offer:—

1951 Lea-Francis 14hp streamline sal., maroon, beige leather, radio and heater, screenwash, sunroof, one owner, 21,000 miles, guaranteed; £825.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2020

LEA-FRANCIS (January, 1951) 14hp 6-light streamlined saloon, finished black with beige leather, heater, screen wash, one careful owner, whole car in immaculate condition, 10,000 miles; guaranteed at £825.

MOOR GARAGE Romsey Rd., Cadnam, Hants. Cadnam 3301. [8286

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LEA-FRANCIS

HAROLD SIMONS, Ltd., offer:—

1949 Lea-Francis 2/4-seater roadster, 22,000, spotlight, good hood and side screens, British racing green, brown leather, 28mpg with a vivid performance; £545; trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

A. E. PALMER offers 1950/1 estate cars, immediate delivery, see "Utility" column. Luton 4212. [8914

1951 Lea-Francis 14 saloon, radio, heater, one owner, in excellent condition; £625.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho). Hil. 1044. [9094

LEA-FRANCIS, 1948, 14hp sports 2-4 seater, cream, one previous owner, new engine, kingpins, battery, tyres, hood, clutch, brakes relined, 26 m.p.g., 90 m.p.h., seen Birmingham or London; £450 o.n.o.—Box 4457, or Tel. Acorn 6149. [8985

1951 (February) Lea-Francis 14hp 4-door saloon, British racing green, in superb mechanical condition and a most attractive car; £575.—Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [9295

GENUINE opportunity, 1951 Lea-Francis saloon, low mileage, black with brown leather, sunshine roof, fitted heater and spotlamp, excellent tyres, taxed one year, immaculate inside and out, one owner; £600.—Lex Garages, Lexington St., W.1. Gerrard 8600. [9247

Lea-Francis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 19, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Lea-Francis Distributors East Glamorgan.—Spares and service. [0863/R

LIMOUSINES

CAMDEN MOTORS offer the following limousines:—

ROLLS-ROYCE, 1954 model, body by Messrs. Windover, widest occasionals, winding division, discs, beautifully appointed interior, absolutely amazing condition; unrepeatable value at £245.

ROLLS-ROYCE 25/30, March 1937 delivery, Barker 7-seater bodywork, swept tail enclosing rear luggage boot, previously owned by north country funeral directors, a very handsome specimen, genuinely moderate total mileage; £695.

BUICK Pullman limousine, 1936, full 8-seater, quite a nice car, goes very well indeed; £145.

BUICK Pullman limousine, 1947 registration, right-hand-drive, electric division, built-in radio, twin heaters, leather upholstery front and rear, director's personal town car, chauffeur-driven and superbly maintained; £695.

AUSTIN Sheerline limousine, 1952, another one-owner car, privately used and taxed since new, all extras, nominal mileage only; £1,050.

AUSTIN limousines and 7-seaters, several pre-war 18hp models from £165.

ARMSTRONG SIDDELEY, post-war limousines, 1951-2, 18hp with leather front and rear, widest occasionals and all extras, choice of three from £845.

DAIMLER E.L.24 limousine, Windover 7-seater body, 1939, luxuriously equipped, ideal follow-on coach, widest occasionals; £395.

DAIMLER E.L.24 limousine, 1936, runs well but interior shabby; £95.

CHRYSLER Royal 8-seater, 1940 delivery, steering-column gears, rich leather upholstery, recent comprehensive overhaul; £395.

HILLMAN 21 long chassis, 1937, choice of three all with face forward occasionals and division; from £95.

HUMBER Pullman 1946/7 limousines, choice of eleven models all in black with widest occasionals and heater, some with all leather upholstery; from £495.

HUMBER Mark II, 1950 model, with division, face-forward occasionals, all leather upholstery front and rear, built-in radio and heater, special bodywork by Mulliner; £745.

HUMBER Pullman Mark III limousine, 1951, maintained since new by Rootes distributors, exceptional value at £1,045.

CAMDEN MOTORS for limousines, the largest stock in the country, 65 in stock, call, write or 'phone for free catalogue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays. [C1035

TRIUMPH Renown limousine, March 1952, one business executive owner, fitted overdrive, radio, heater and twin spot lights, magnificent condition, wonderful value, cost nearly £1,600; offered at £745; guaranteed and part-exchange welcomed.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

A & S Limousine Specialists: Display Fifty carefully maintained privately owned 7-passenger Limousines (mechanical guarantee certificate) ready service.

A & S Offer only selected first class condition Limousines (see classified advertisements) Armstrong, Austin Twenty, Four Sheerline 7-strs., 1951/2 Hirecars, Twelve post-war Humbers, exceptional selection first class condition privately owned Rolls-Royce, 1939 De luxe model Packard, 1950 Wolseley. Detailed lists despatched. Competitive prices.—ALFE & SAUNDERS LIMITED, Providence Court, North Audley Street, Mayfair-2941. [C1006

Limousines Wanted

MERCEDES-BENZ 290 or 320 required.—Box 4397. [8879

LINCOLN

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars."

[C4015

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

LINCOLN-ZEPHYR

1938 Lincoln-Zephyr saloon, small mileage, perfect condition radio; £325.—Box 4206. [8445

MERCEDES

WOKING MOTORS (MAYBURY HILL), Ltd., Woking 1928, Mercedes distributors, offer:—

1954 Mercedes 300 saloon, black and red, 2,000 miles only. [C4057

MERCEDES-BENZ

L. F. WARD, Ltd.

MERCEDES-BENZ type 500K cabriolet, in exceptional condition.

L. F. WARD, Ltd., Grange Rd, Garage, Grange Rd., Thornton Heath. Tel. Thornton Heath 3547. London office: Mayfair 0146. [C4043

MAIDSTONE ENGINEERING CO.

1936 Mercedes-Benz type 500K supercharged sportsman's saloon, right-hand drive, just recellulosed in duo grey with fawn leather interior, fitted all new tyres; the appearance of this car is most attractive, the paintwork is unblemished the performance is truly amazing with a maximum of well over 100 mph, the car is taxed and ready for immediate use; £395; terms.

CROSS St., Pendleton, Salford, 6. Manchester, Pen 5457. [C3000

MERCEDES-BENZ (GREAT BRITAIN), Ltd., offer:—

1938 Type 230, right-hand steering, black, green leather, in very good condition.—Victoria 8715-6 [C3013

1954 Mercedes-Benz type 220 saloon, 6,000 miles only, superb order, outstanding performance, special offer.—Inglis Automobiles, Ltd., 64-78, Pitt St., Edinburgh, 3. Tel. 26287. [9126

1954 model Mercedes-Benz type 170S saloon de luxe, wonderful performance, 5,000 miles only; special offer.—Inglis Automobiles, Ltd., 64-78, Pitt St., Edinburgh, 3. Tel. 26287. [9125

1954 Mercedes-Benz type 170 SD, diesel engine saloon, over 50 m.p.g., absolutely as new, 2,000 miles only; special offer.—Inglis Automobiles, Ltd., 64-78, Pitt St., Edinburgh, 3. Tel. 26287. [9127

Mercedes-Benz Cars Wanted

290 or 320 limousine.—Box 4396. [8878

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 5715-6. Night Service: Victoria 3144. [4755

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

M.G.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1952 M.G. model T.D. sports, colour black, leather upholstery, seat covers and extras, 18,000 miles, one owner, immaculate car; £600.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

PC PERFORMANCE CARS

THE biggest and best guaranteed selection of sports cars in the country.

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of comprehensive stock, not just one which might prove unsuitable.

CHOICE of three T.C.s: 1949, £396; 1947, £345; 1949 1,500cc conversion, £395.

CHOICE of four T.A.s: 1939 red, £295; 1938 black, £275; 1937 green, £265; 1939 T.A. Tickford, £295.

CHOICE of two P.B.s: 1936 green, £195; 1936 4-seater, red, £245; 1934 P.A., black, £175.

CHOICE of three Magnettes: 1954 K2 2-seater, £175; 1936 N.A. 4-seater, £245; 1935 N.A. 2-seater, £165.

CHOICE of three Y.A.s: 1939 saloon, £325; 1939 tourer, £235; 1938 tourer, £265; 1934 J2 2-str., £165.

CHOICE of three 2-litre drop head foursomes: 1938, £195, 1937, £175; 1936 £145.

CHOICE of three 2-litre saloons: 1939, £255; 1937, £245; 1936, £225.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock; see under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 8641. [C3041

1954 MG Magnette saloon.

THE latest model in black with green leather; registered and delivered to owner last week, but completely unused and untouched since then; an opportunity to buy possibly the most difficult to acquire and rarest cars in the country; price £1,055.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). For the largest Jowett agents in the country. [C4049

1949 M.G. TC, green, excellent condition, one driver; £415; no dealers.—Tel. Hillside 4522. [9198

M.G.

L. F. WARD, Ltd.

1954 M.G. T.F., 2,000 miles only, grey/red leather.

L. F. WARD, Ltd., Grange Rd, Garage, Grange Rd., Thornton Heath. Tel. Thornton Heath 3547. London office: Mayfair 0146. [C4045

B. J. HUNTER, Ltd., offer:—

1952 M.G. T.D. sports 2-seater, enthusiast owned, numerous extras, positively unmarked; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040

GLANFIELD LAWRENCE offer:—

1948 (October) M.G. TC, black with beige leather, 29,000 miles, new hood, magnificent condition throughout; £435.—407, High Rd., N.12. Finchley 0091. [C2053

BRADSTOCK MOTORS, Ltd., offer:—

£275—T.A. model M.G. in 1949 condition, black, red leather, new engine, hood, etc., just fitted twin spots, Windtone horns, a perfect car in all respects.—Chase Rd., Epsom. Tel. 633. [C1090

£275—1939 M.G. V.A. 1½-litre tourer, two owners from new, apple green and silver wheels, excellent hood and screen, delightful condition throughout, only wants seeing; £275, or by instalments, exchanges welcome.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

PARADE MOTORS (MITCHAM), Ltd., offer:—

1946 M.G. TC, black, fitted oversize wheels all round, many extras; £365.

1946 M.G. TC, black and green, special body; £355.

1937 M.G. TA, red; £245.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3592. [C3056

JACK ROSE, Ltd. (M.G. agents and stockists), offer:

1953 M.G. T.D., in cream with green hide, one-owner car, 2,000-odd miles, in new condition throughout; £650.

1953 M.G. T.D. in black with red hide, 8,000 miles, almost unmarked inside and out and as brand new; £625.

1951 (October) M.G. T.D. in black with green hide, low mileage, fitted detachable hard top, radio and many other extras, enthusiast's car; £585.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1953 M.G. T.D., 7,000 miles only, red, red leather, one owner; £645.

RIPCO, Ltd. (M.G.s purchased), 16 Albemarle St., London, W.1. Hyde Park 2952-3-4. [C3052

1951 M.G. 1¼ saloon, radio, 29,000 miles; £605.—Middlesex Motors, Harrow 0022. [9262

1951 M.G. 1¼ saloon, maroon, radio, heater, like new; £675.—New Cross 1338. [8750

£265—M.G. T.A. 1938 sports open 2-str., excellent condition throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1951 1¼-litre M.G. saloon, black with red upholstery, 20,000 miles, one owner; £655.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

DEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0062/R

UNIVERSITY MOTORS, Ltd. guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0596/R

1952 M.G. T.D., black/red, perfect condition, several extras; nearest £560.—Tel. Burnham, Bucks. 648. [9516

£225—1938 M.G. 1¼-litre drop head foursome coupe, faultless performance, £100 down; below

£95—1931 M.G. 18/80 speed mot. open 4-seater, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6416. [C1024

M.G. 1¼, maroon, 1950, genuine 17,000 miles, excellent condition, one owner; £550.—Dollonds, 121, London Wall, E.C.2.

1949 M.G. TC, comprehensively overhauled; £425.—Hillingdon Motors, 325, Long Lane, Hillingdon, Tel. Uxbridge 8588-9 [C2062

575 gns.—M.G. Midget 1952 T.D. 2-seater, green, fawn leather heater, one owner, exceptional; terms, exchanges.—Rowland Smith, below.

465 gns.—M.G. Midget, December, 1949, 11hp T.C. 2-seater, Cambridge blue, fawn leather, very carefully used; terms, exchanges.—Rowland Smith, below.

365 gns.—M.G. Midget 1947 T.C. 2-seater, excellent condition; taxed; choice of two T.D. and three T.C. models; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

M.G. 1952 Model TD, silver grey, red leather, engine reconditioned, many extras; £565.—Hillwood Motors, Mill Hill 4232. [9021

M.G. TD, red, July '53, under 5,000 miles, excellent condition, well maintained; £625.—Calton, 4, De Beauvoir Court, N.1. [8970

1940 M.G. 2-litre sports saloon, black and chrome, immaculate, thoroughbred; £525.—7, Sweyn Rd., Margate, Thanet. 22055. [9030

LATE 1949 M.G. TC, garage maintained from purchase, records available, one owner-driver, excellent condition; £400 o.n.o.—Box 4450. [8994

1951 M.G. 1¼ saloon, maroon, loose covers, sports coil, Servais silencer, well maintained, one careful owner; £595.—Vivian, Pinchbeck, Spalding. Tel. 2249. [9165

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

1947 M.G. T.C., black, well-tyred, smart, sound car, deliver anywhere in Great Britain; £375.—The County Garage, Lancaster Rd., Morecambe. Tel. 207. [9052

M.G. T.B., immaculate condition throughout, new tyres and battery, resprayed B.R.G., engine overhauled and sleeved; £385 or near offer.—Tel. Forest Hill 4741 after 6. [9264

1938 M.G. sports saloon, 2-litre, taxed, insured, tyres, batteries, spotlights, Jackall system, good condition throughout; £200.—Blackham, 61, Cromwell St., Dudley, Worcs. [9313

G & M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1948 M.G. T.C., radio, twin spot lights, many extras, new hood and side screens, superb order; £395.—6-7, Warren St., W.1. Euston 3268. [C1005

£245.—M.G. 2-litre sports saloon, magnificent chassis, speedometer reads 22,000, whole vehicle in small-mileage condition and irreplaceable; bargain; choice also two others; 3 months' guarantee; hire purchase, exchanges.—LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

MAYFAIR GARAGES, Ltd., 1947 T.C. sports 2-seater, black, beige leather, carefully maintained, very smart car with excellent performance, guaranteed; £385.—Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5. [C3009

1949 (Oct.) M.G. T.C. 2-str., red, beige leather, many extras, in original perfect condition throughout; £420; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9244

ROSE & YOUNG, Ltd., 1954 M.G. T.F. 2-seater, negligible mileage, whole car as new, fitted luggage carrier, grey with red leather; £745.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Station). Tulse Hill 6464. [C3057

ROYS offer a magnificent 1938 M.G. 1½ sports saloon, at £285; also 1940 T.B. series special little drop head sports coupe, £295; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

1951 M.G. 1¼-litre saloon, bronze beige, exceptional condition throughout, windtone plated horns, undersealed, Delaney Gallay heater, pre-start lubricator, balanced wheels, etc., attentive owner; £590.—Hitch, 679, Hertford Rd., Enfield, Waltham Cross 2857.

1952 M.G. T.D., grey, red leather, Scintilla magneto, high axle ratio, tuned engine, double shock absorbers, winking trafficators, chrome luggage grid, aero screens, etc., 32,000 miles, one enthusiastic owner, perfect, taxed Dec.; £575; 3 months' written guarantee; terms, exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558. [8863

M.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE urgently require M.G.s of all models since 1933.—Dudden Hill Lane Willesden, N.W.10. Willesden 4869 Nearest Underground Dollis Hill Stn. [W4017

REALLY good M.G. required.—Stradling, 30, Harley House, N.W.1. [W1066

RICHARDS & CARR buy low mileage M.G.s.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

CNR MOTORS require M.G.s, particularly V.A., T.A., T.B. and T.C. models.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

MAYFAIR GARAGES, Ltd., top cash prices for M.G.s.—Balderton St., W.1. Mayfair 3104. [0698/R

BARTLETT will pay more for good M.G. saloons.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

1949 T.C. M.G. wanted in excellent condition at reasonable immediate cash price.—Col. 7542. [9200

M.G. TC or TD, low mileage, one owner, wanted privately; lowest cash price.—Poole, Lockeridge 267. [9066

POST-WAR M.G.s, T types required.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [7014

PERFORMANCE CARS urgently require "M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 5841. [W3041

THE CAR MART, Ltd., London, wish to purchase M.G. cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0666/R

XXX H. F. Edwards offer immediate cash for good M.G. cars.—Details please to 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. [W2059

URGENTLY required, 1947-53 M.G. 1½ saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7739

M.G. Spares and Service

TOULMIN MOTORS.

SPECIALIZE in M.G. and M.G. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types P, J, T and L, and N. Magnette exchange service, dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares; write or tel.—TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [0349/R

M.G. Spares and Service

W. JACOBS & SON.

WE specialize in spares and repairs for all models of M.G. cars.—W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4. [0486

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 5841. [S3041/R

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro 4141. [0504/R

V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts, new and used, valves, springs, guides, gaskets, road springs, brake linings and cables; stage I and II, Laystall Lucas cylinder heads.—159-161, London Rd., Kingston 5621-2. [S1071

M.G. Spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0433/R

MORGAN

WM 1951 Morgan Plus 4, red, unusually good condition; remarkable value at £470.—WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). For the largest Jowett agents in the country. [C4049

MORGAN Plus 4 2-seater, red, new, unlicensed; £735.—Silver Street Motors, Taunton 3060. [9148

SOUTHPORT.—Immediate delivery of the latest Plus 4 streamlined 2-seater, in red; list £801; cars or motor cycles taken in exchange.—Lifes, West St., Tel. 3774. [9055

1952 Morgan Plus 4, ivory with red leather upholstery, low mileage, chrome luggage grid, very successful car, no reasonable offer refused.—Hodley, 70, Mauldeth Rd. West, Withington, Manchester. [9062

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE urgently require Morgans of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground Dollis Hill stn. [W4017

REALLY good Morgan required.—Stradling, 30, Harley House, N.W.1. [W1066

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialists, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0738/R

MORRIS MINOR

AUTOMOBILIA, Ltd., offer:—

1950 (Nov., 1949) Morris Minor foursome convertible coupe, colour grey, beige interior, many extras including heater, screen washers, special alloy head, plastic hood, exceptional condition; £425.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304/5891. [C1089

B. J. HUNTER, Ltd., offer:—

1950 Morris Minor coupe, scrupulously maintained, highly economical; £395.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

WARWICK WRIGHT, Ltd., offer:—

1952 Morris Minor tourer, green, 9,000 miles; £495.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1949 (Nov.) tourer, black; £365.—Value Cars, East Sheen, Prospect 7520. [C4068

1953 Morris Minor 2-door saloon (ohv), 8,000 miles; £530.—Tel. Ambassador 9362. [9323

1954 (March) Morris Minor 4-door de luxe saloon, 380 miles; £650.—Weybridge 600. [C4023

1951 tourer, 16,500 miles only; £425.—3, Krogh Close, Krogh Barracks, Mytchett, Surrey. [9322

£465.—1950 Morris Minor saloon, beige, recorded mileage, 20,000; fitted foglamp; in excellent condition throughout.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

MORRIS Minor saloon, black, 1950, immaculate condition, beige upholstery, taxed June; £435.—Kingston 0681. [9158

465 gns.—Morris Minor 1952 tourer, one owner, small mileage, exceptional; terms, exchanges.—Rowland Smith, below.

415 gns.—Morris Minor 1949 saloon, moderate mileage, carefully used; terms, exchanges.—Rowland Smith, below.

375 gns.—Morris Minor 1949 tourer, one owner, excellent condition; choice of 5 Minors; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 Morris Minor sln., grey, superb order; £450.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1953 Morris Minor saloon, all extras, very low mileage; £545.—Jack Posner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

MORRIS MINOR

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-4, offer: 1950 Morris Minor tourer, 2-door, finished black, good condition throughout; £375. [C1001

1951 Morris Minor convertible, one owner, 21,000 miles, heater, excellent condition; £395; seen London, Arnold 3800 or Bournemouth, Boscombe 35152. [9152

SOUTHPORT.—1951 (regd. 1952) Morris Minor convertible, green/fawn, very nice condition; snip at £399; terms and exchanges.—Lifes, West St., Tel. 3774. [9056

1952 (December) Morris Minor 2-door saloon, 14,000 miles, just like new, guaranteed; £500.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

1952-3 Minor convertible, 10,000 miles, literally new in every respect, loose covers, opportunity; £495!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1953 Morris Minor 2-door ohv saloon, 12,000 careful miles, exceptional condition throughout; £535.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

1952 Morris Minor saloon, fawn, beige leather upholstery, 25,000 miles only, beautifully maintained by one private owner; £475.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

1951 Minor convertible, condition as new, one owner, 17,000 miles guaranteed; 425gns.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [9277

MORRIS Minor 2-door saloon, first registered 1950, beige, low mileage, privately used, specimen condition; £425.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

1953 Morris Minor 4-door saloon, ohv engine, black, red upholstery one owner 10,000 miles; £565.—Ralph Beard, East St., Farnham, Surrey. Tel. 5494 day or night. [C3068

TWIN-CARBURETTOR high compression, 1953 or '54 Minors fitted high axle ratio, 75 mph, 45 mpg, a revelation to drive; we usually have a few in stock, price from £575 according to model.—Alexander Eng. Co., Ltd., Haddenham, Bucks. Tel. 345. [8708

XXX Really exceptional 1952 (March) Morris Minor convertible, glass windows, grey with beige upholstery, a quite unmarked low-mileage car; must be seen to be appreciated; written guarantee; £475; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

PRIDE & CLARKE, Ltd., 1953 Morris Minor saloons, ohv, grey/red (3,000 miles), green/green (5,000 miles), one owner, choice two from £539; 1951 black/beige, low mileage, £459; 1950 green/beige, black/beige, choice two, £429; 1949 maroon/beige, heater, £389; 1952 convertibles, choice several, from £449; 1951 green/beige, choice two, £399; 1949 grey/beige, choice two, from £349; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3066

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

£545 offered for new Minor 2-door saloon.—56, Winifred Rd., Hemel Hempstead. [9151

RICHARDS & CARR buy Morris Minor.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

WANTED, Morris Minor convertible or similar, privately.—Tel. Kingston 9148, evenings, w/ends. [9141

PRIVATELY owned Minor.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

CONVERTIBLE Minor, low mileage, one owner, wanted privately; lowest cash price.—Poole, Lockeridge 267. [9067

CASH waiting for low mileage 1953 or 54 saloons; our need is urgent.—Alexander Eng. Co., Ltd., Haddenham, Bucks. Tel 345. [8031

WANTED for special client, 1951 onwards Morris Minor tourer, immediate settlement.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [W1024

1953 1954, new or small mileage 2- or 4-door saloons urgently wanted, cash paid on sight.—61, Park Ave., Seaburn, Sunderland. Collected anywhere. [8961

MORRIS EIGHT

HENDON CENTRAL GARAGE, Ltd., offer:—

1947 Morris 8 saloon, recently fitted new engine, immaculate condition throughout; £335.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1938 Morris 8 2-door saloon; £175.—Arnold 1187. [9218

S.G.A. MOTORS, who deal exclusively in Morris 8s, offer:—

1939 series E 4-door de luxe saloon, superb condition; £265.

1939 series E 4-seater tourer, outstanding condition, £225.

1938 2-door de luxe saloon, choice of 4, all perfect condition; £195.

1937 2-door de luxe saloon, choice of 2; £165.

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges.

S.G.A. MOTORS, Morris 8 Specialists, 14, Atherstone Mews, Cromwell Rd., S.W.7 (5 minutes Gloucester Rd. Tube). Western 3206. [C4063

£135.—1935 Morris 8 saloon, sunshine roof, 39,000 miles in excellent condition inside and out.—40, Madeira Rd., Palmers Green. [9319

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT

1946 Morris 8 4-door saloon, new engine, excellent condition; £500.

1939 Series E Morris 8, recellulosed, splendid condition; £245.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

£235.—Morris 8 1939 open 4-seater, in exceptional condition throughout; many others.—BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1939 series E 2-door saloon, black, carefully maintained by engineer-owner; £260.—Buckhurst 1900. [9029

365gns.—Morris 8, November, 1948, 4-door saloon, leather, carefully used; terms, exchanges.—Rowland Smith, below.

195gns.—Morris 8 1938 de luxe saloon, sliding head, leather, very good condition; terms, exchanges.—Rowland Smith, below.

95gns.—Morris 8 1935 saloon, leather, outside luggage boot; choice of 6 Morris 8s; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£225.—1939 Morris 8 series E saloon, black, good condition.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2072

£125.—Morris 8 tourer, grey, in excellent condition.—Carpenter, Well Nigh, Woodmansterne Lane, Banstead. Burgh Heath 880. [9178

1946 Morris 8 series E 2-door saloons, reconditioned engines, excellent choice of three; from £298.—Below.

1947 model Morris 8 series E 2-door saloons, reconditioned engines, choice of two; from £315.—Below.

1948 Morris 8 series E 4-door saloons, reconditioned engines, exceptional, choice of two; from £345.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050

MORRIS 8 (1948) 4-dr, 6-lt, black saloon, one owner, 26,000 miles, excel. condit.; £350.—Smith, 63, Surrenden Rd., Brighton, 6. Tel. 53733. [9224

ARCHIE SIMONS & Co., Ltd.—1939 Morris 8 series E saloon, reconditioned engine recently fitted, stored during war, excellent; £250.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

DE luxe 4-door saloon, 15,000 miles genuine, fawn, showroom condition, leather bucket seats, carpeted, overriders, interior lights, etc., beautiful car in 100% perfect condition throughout; 390gns.—Bri. 2460. [8971

TANKARD & SMITH, Ltd., offer 1947 Series Morris 8 2-door saloon, black/brown leather upholstery, very carefully used; £325, 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Tel. Flaxman 4801-2-3. [C4026

ROYS offer 1940 Morris 8 open 4-seater series E, fully equipped with new hood, loose covers, spotlamp, demister, sprayer, reconditioned engine, with immaculate coachwork; £235 terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

1938 Morris 8hp 4-door saloon, good engine, etc., very smart appearance; £195, or £65 deposit, balance over 18 months; exchanges, insurance; 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door.) [C4071

Morris Eight Cars Wanted

SERIES E tourer required.—Box 4456. [8984

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TEN

1948 Morris 10 saloon; £395.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1936 Morris 10 saloon; £165; recently fitted new engine.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8629. [C4059

£195.—1938 Morris 10, series 3 saloon, black, recond. engine, beautiful condition.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2027

345gns.—Morris 10 1948 de luxe saloon, sliding head, leather, one owner, excellent condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TWELVE

1939 model Morris 12 sln., quite a bargain; £215.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

MORRIS OXFORD

1953 Morris Oxford, green, leather upholstery, 750 miles, taxed December; sacrifice at £675.—Bouldin, Hambleden, Bucks. Tel. 201. [9171

1952 Morris Oxford saloon, one owner, exceptional condition; £595.—Dobsons, Ltd., (Morris Agents), Staines 801. [C1074

1953 Morris Oxford saloon, one owner, as new; £635 3 months' guarantee; terms and exchanges.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1954 Morris Oxford saloon, unregistered, for immediate delivery.—Spa Public Service Garage, Tunbridge Wells 20505. [9275

1953 Morris Oxford saloon, radio, heater, guaranteed; £595; exchanges, terms.—Palmers, 5, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3054

MORRIS OXFORD

1951 Morris Oxford 4-door saloon, beige, total mileage 25,000, whole car as new; £525.—Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [9294

1949 Oxford, maroon, 9,000 miles, sunshine roof, leather spring gaiters, taxed year, illness reason, perfect order; £500; no dealers; appointment.—Hither Green 3142. [9225

465gns.—Morris Oxford 1951 saloon, leather, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd., 1951 Morris Oxford saloon, Thames blue/green, one owner, £499; 1950 black/brown (heater), green/green, choice two from £439; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Morris Oxford Cars Wanted

PRIVATELY owned Morris 10.—5, Brae Court, Kingsmead Hill, Surrey. Tulse Hill 2768. [W2037

GOOD Oxford wanted; immediate cash.—Lib. 1604 or Vig. 8978. [W3048

WHY accept less for your Morris Oxford saloon when you can get its full market value from—**F**ERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

TOP price paid for Oxford or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS SIX

GE 1951 Series really superb Morris Six 20hp de luxe 4-door 6-seater saloon with graceful swept tail incorporating spacious luggage compartment, one owner, low total mileage, finished brilliant as original unmarked cream coachlined black cellulose, glittering chromium-plate, immaculate brown leather with accessories to tone; equipped: independent front suspension, Stevenson jacking system, steering column gear change, sprung steering wheel, quarter opening windows, radiator muff, Smiths heater, demisters, double-dipping headlights, reversing light, concealed ashtrays, etc., mechanically superb, just decarbonised, tuned, fully serviced throughout, spotless engine, fitted new tyres, all balanced wheels, excellent battery, extremely smooth, fast, comfortable virtually indistinguishable new throughout, written gusrantee; 435gns.; hire purchase part exchanges.—Geoffrey Edwards, Ltd., Amersbury Lane, Harpenden, Herts. Tel. 118. [C2000

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Featuring
PLACES OF INTEREST FOR THE WEEK-END MOTORIST

NEWNHAMS, Ltd.

1950 Morris Six saloon, one owner, excellent condition; £455.—NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1950 Morris Six, one owner; £450.—MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

CASS'S MOTOR MART.—1952 Morris Six saloon, blue, heater, one owner, genuine 13,000 miles written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

PRIDE & CLARKE, Ltd., 1951 Morris Six saloon green/green, low mileage, covers, £449; 1950 black/red, radio, heater, £419; 1949 black/grey, heater, £379; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

XXX 1950 Morris Six saloon, a really beautifully maintained example, black and chromium with brown leather, thoroughly recommended; written guarantee; £445; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

Morris Six Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0098/R

THE CAR MART, Ltd., London, wish to purchase Morris cars.—37, Davies Street, W.1. Mayfair 5011. [0717/R

XXX H. F. Edwards offer immediate cash for good Morris cars.—Details please to 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Morris Spares and Service

KINGSTON-ON-THAMES Morris agents and specialists.—W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kin. 2241-2. [84053/R

MORRIS genuine spares and specialist service in the West End.—MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0342/R

MORRIS, the official stockists, for spares, service and repairs.—TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0917/R

NASH

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

OLDSMOBILE

CAR MART, Ltd.

1947 Oldsmobile 27hp saloon; £675.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

£90.—Snip; Oldsmobile 1937 touring saloon, black and chrome, red leather.—Elt. 2810. [9258

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey. Tel. 350-1. [0217/R

OLDSMOBILE magnificent 6-seater saloon, privately owned, in excellent mechanical condition; £235, hire purchase and part exchanges.

JOHN CAMPBELL MOTORS 415 Holloway Rd., N.7. North 4441. [C1056

98 Oldsmobile Rocket convertible, power top, electrically operated windows and seats, radio, black.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600); Service Workshops and Spare Parts; 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 8626-7). [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 350-1. Will buy post- and pre-war models at good prices. [0113/R

OPEL

£185.—1939 model Opel Olympia saloon, blue leather, good tyres, excellent condition.—Haverstock Garage, Haverstock Hill N.W.3. Gulliver 2662. [C2072

125gns.—Opel Cadet 1937 saloon, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

MAYNER MOTORS, Ltd.—Opel distributors, buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 52641/3941. [0526/R

KAPITAIN saloon, reg. 1951, about 19,000 miles, one owner, heater, fast post-war model; £400; seldom opportunity; terms, exchanges.—10, Winchester Mews, N.W.3. Primrose 6159. [8673

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.—A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [0515/R

PRIDE & CLARKE, Ltd., Opel spares stockists; quotations by return.—158, Stockwell Rd., S.W.9. Brixton 6251. [0067/R

PACKARD

LEONARD WILLIAMS & Co., Ltd.,

PACKARD sole concessionaires, offer:—

1953 Packard Clipper de luxe, r.h.d., Ultramatic transmission, radio, heater, whitewall tyres, seat covers, black, 5,000 miles only, one owner; £2,795.—Leonard Williams, below.

1953 Packard Clipper de luxe, r.h.d., Ultramatic transmission, radio, heater, whitewall tyres, black, 600 miles only, unregistered, price £2,950.—Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [6990

1953 Packard Clipper, 3,000 miles, 4-door saloon, radio and heater, dark blue.

1939 Packard 6-cylinder, black, £350; also drop head coupe.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

£110.—Snip; 1938 Packard touring saloon, black and chrome.—Elt. 2810. [9257

FIRST registered November, 1955, Packard limousine, face forward occasions, exceptionally well maintained and in very excellent condition throughout; £285.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

G & M ALFREDS (1956), Ltd., formerly Guy Alfreds.—1939 Packard Super 8, maintained by concessionaires, outstanding condition; 1938 Packard saloon, 1950 condition; 1936 Packard Club saloon, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005

1950 model Packard 8 saloon, blue and grey, two-tone, 4-door saloon, radio, heater, window washers, reverse lights, etc., overdrive, just had complete overhaul, in 100% condition, beautiful car, l.h.d.; £895; terms and exchanges.—Northgate Motors, Oldham. Tel. Main 6370. [9289

PACKARD (1949) 8-cylinder sedan, l.h.d., mileage only 26,500, inspection would show this superb car to have everything and to be perfect; it is only for sale because owner will be abroad for many years; price £795, a real bargain.—Apply, G. Stadley, 20-21, Tooks Court, London, E.C.4. [9261

8-passenger, 1947, Clipper Saloon, widest forward occasionals, lavishly equipped, reasonable mileage, capacious boot, ideal continental touring, £785.

LIMOUSINE, 1939, (Deluxe £1395 model), Super-32hp, black, forward occasionals, immaculate condition carriage, £525. Selection-from-£275, certified mechanically, ready service. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1008

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PACKARD

1938 Packard, colour black, fair condition; £145.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2 [C4051

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Packards.—91-95 Fulham Rd., S.W.3. Kensington 4858. [W4028

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

PEUGEOT

£475—Peugeot 203 saloon, 1950, one owner, silver blue, sun roof, lively car, attractive appearance and driving, excellent condition.—H. R. Bewley, 21, Imperial Ave., Kidderminster. (Tel. 2864.) [9210

PLYMOUTH

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

PONTIAC

SLOCOMBES, Ltd.

1938 Pontiac 6-cylinder saloon, radio, Ace Rimbellishers black; £195; exchanges, cars and motor cycles welcome; immediate H.P. terms; open until 7.30 (Saturdays 6 p.m.).—Slocombes, Ltd., Dudden Hill Lane, N.W.10. Willesden 4869. Adjacent Dollis Hill Tube. [C4017

METCALFE & MUNDY, Ltd.

PONTIAC, November, 1950, special convertible, one owner, immaculate green cellulose, power operated hood, new tyres and hood, heater, radio, nominal mileage, loose covers from new; this car looks and runs as if it has just left the factory.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

A.F.N., Ltd.

SOLE concessionaires for Great Britain; official service and spares.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [C2015

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service. [0629/R

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton Tel. Elm 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars. [0621/R

SINGLE-SEATER H.R.G., fitted racing Lea-Francis engine, close-ratio preselector gear box, the whole ready for this season or would easily convert to road car with stupendous performance; £700 or reasonable offer.—Edwards, Rutland House, Bicester. Tel. 301. [9528

PERFORMANCE CARS racing section.—Lotus 1953 Ford-engined competition 2-seater, £525; Arnott Mark I Formula III single-seater, less engine, £165; M.G. K3 1,100cc supercharged single-seater, £295; Cooper Lea-Francis 1,500cc comp. 2-seater, 1953, £995; Aston Martin ex-Horsfall 2-litre Speedmodel, £595; Frazer Nash Mille Miglia, 1952, £1,850. See also under "Sports Cars."—Great West Rd., Brentford, Middx, Ealing 8841. [C3041

RAILTON

GE 1939 29hp Railton Straight 8 Sandown de luxe, fitted superb 4-door 4-light 5-seater saloon coachwork, with sliding roof and graceful swept tail, incorporating spacious luggage compartment, a design of graceful and sweeping lines throughout, finished beautiful unmarked maroon coachlined black cellulose, brilliant chromium, finest immaculate maroon leather upholstery, carpets and roof lining to tone, beautifully polished interior woodwork, equipped remote control gear box, hydraulic brakes, tele-control shock absorber equipment, comprehensive instrument panel, sprung steering wheel, plastic steering wheel cover, twin tone horns, fog light, demister, concealed ashtrays, etc., superb mechanical order, fitted reconditioned works engine, reconditioned clutch petrol pump, etc., near new tyres, excellent battery; just fully serviced throughout, terrific performance, written guarantee; hire purchase; part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. Harpenden 118. [C2000

A-ONE MOTORS (LONDON), Ltd., offer:—

1935 Fairmile drop head coupe, excellent; £125.

1934 sun saloon, excellent condition; £135.

1945 Cobham de luxe saloon, 43,000 miles; £385.

1938 ditto, 7,000 miles since completely reconditioned; £375

1938 Fairmile drop head coupe, 28,000 miles since new, exceptional, original condition; £500.

1938 Fairmile drop head coupe, 93,000 miles, nice condition £265.

ALSO spares, reconditioned engines, etc.—Tate Gallery 0192 and Vandyke 5181. [0333/R

RAILTON

£265—1937 8-cylinder foursome drop head coupe, new hood (Vyanide), new battery, good tyres, etc., wonderful performance, P.100 head lamps.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

1938 Railton 8-cyl Cobham saloon, one owner since new, genuine mileage 42,000, condition of car immaculate and in perfect mechanical condition; £350.—White Rose Eng. Co., Liss, Hants. Tel. Liss 2296. [9108

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

ACRES offer:—

1952 Renault 760 saloon, silver grey with red leather, 15,000 miles only, indistinguishable from brand new, late property of film star; £525.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002a

1950 Oct. 760, privately owned.—Reynolds, 1, Devon Rd., Bedford 4067. [8980

WELHAM'S Renault Sales & Service, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer:

750 saloons de luxe, choice of 4, 1952 to 1954; from £475.

1939 17.9 saloon 6-str., black; £195.

1938 12hp drop head coupe, dicky; £195. [C4070

RICHARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3048

1951 Renault 750cc saloon, one owner, 21,000 miles only, excellent condition throughout; £435.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon, Sanderstead 4260. [C4055

TO clear! 1939 12 drop head, £85; and 1934 12 saloon, £65.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

RENAULT 760 saloon, l.h.d., 1949, 32,000 miles, blue, condition excellent.—Cannon Cottage, Chobham, Surrey. Chobham 3458. [8962

1950 Renault 760 saloon, metallic grey, 10,000 miles only; £460.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4006

CASS'S MOTOR MART.—1952 Renault 750 de luxe saloon, metallic blue, genuine 8,000 miles; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

ARCHIE SIMONS & Co., Ltd.—1953 Renault 750 de luxe saloon, windscreen washers, spotlight, one owner, 8,000 miles; £495.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

Renault Cars Wanted

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [W4070/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10 City Rd, Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

PC PERFORMANCE CARS.—Good selection of guaranteed Rileys. We select from our stock of 150 cars.

RILEY 16/4 Continental touring saloon, 1938, £345; Riley 1½-litre Nuffield saloon, 1939, £295.

RILEY 1½-litre Lynx tourer, 1936, £295; Riley 1½-litre Sprite 2-seater, 1936, £355.

RILEY 9 Monaco saloon, 1938, £275; Riley 1½-litre Adelphi saloon, 1937, £245.

RILEY 9 Monaco saloon, 1936, £195; Riley 9 Gamecock 2-seater, 1933, £145.

IMMEDIATE hire-purchase, insurance and part exchanges; see also under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middx. Ealing 8841. [C3041

B. J. HUNTER, Ltd., offer:—

1947 Riley 1½-litre saloon, fine order throughout; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

TOM GARNER, Ltd., offer:—

'53 Riley 1½-litre saloon, black with brown leather, heater, radio; £1,045.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

GUY SALMON AUTOMOBILES offer:—

1954 Riley 1½-litre saloon, 700 miles, black and olive green lower half, with beige upholstery; £1,135.—Portamouth Rd., Thames Ditton, Emberbrook 5511-2-3. [C4001

DENHAMS GARAGE (ESHER), Ltd., offer:—

1952 Riley 2½-litre saloon, immaculate condition throughout, 14,000 miles by one fastidious owner only, finished in ivory with red leather, fitted with a host of extras including: twin-speaker radio, loose covers, screenwashers, Bray heater, etc.; this is undoubtedly one of the finest examples of this superb make for sale today; £950.—Denhams Garage (Esher), Ltd., Portsmouth Rd., Esher, Surrey. Esher 3560. [9265

CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer:—

1954 (new) 1½-litre; see special announcement under "New Cars."

1953 (reg.), November, 1952, 2½ saloon Silver Streak, green leather, 18,000 miles; £975.

1952 (February) 2½ saloon, black, green leather, H.M.V. radio, extension speaker; £895.

1952 (May) 1½-litre saloon, 12,000 miles, black with brown leather; £895.

1951 (April) 2½-litre saloon, black with red leather; £795.

1950 (July) 1½ saloon, black, red leather, heater, loose covers; £695.

49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

RILEY

THE RILEY CENTRE (GORDON & GLYNN).

ENGLAND'S largest dealers specialising exclusively in Rileys offer the following selection from stock:—

£295—1937 1½-litre Kestrel sports saloon, a grand example of this elegant model, the black cellulosed coachwork is superb as is also the light tan leather interior, fitted twin Windtones and spot lamp, etc.

£285—1938 1½-litre Kestrel sports saloon, similar to the above and again a splendid specimen.

£275—1935 Imp 9hp sports 2-seater, a truly beautiful little carriage, every inch a true sports car, fitted over-sized rears and twin spares, excellent hood and sidescreens, tonneau, etc., twin Windtones and spot lamp, Bluemels wheel, etc., taxed year.

£245—1936 1½-litre Merlin coach-built estate car, this is a most beautiful example of the all-purpose vehicle, a 4-seater with large luggage compartment which can be enlarged by folding the rear seats, in really outstanding condition throughout, taxed year.

£195—1936 1½-litre Adelphi saloon in splendid condition throughout, a most handsome and economical family car with excellent performance.

£195—1935 1½-litre Falcon sports saloon, just recellulosed in two-tone grey and excellent throughout.

£145—1934 9hp Lincock fixed head coupe with sun roof, absolutely ship-shape and a little beauty.

£125—1936 1½-litre Merlin saloon, excellent throughout excepting paintwork but, nevertheless, a lovely runner and a bargain at this price.

THE above cars can be purchased with the utmost confidence, each one is thoroughly workshop-checked, backed by our three months' specialists guarantee and full after sales service; open every weekday from 9.30 a.m. to 6 p.m.

THE RILEY CENTRE, 189-195, Pavilion Rd., Sloane St., S.W.1. (3 minutes Sloane Square Tube). Sloane 8326/4426. [C3069

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Riley 1½-litre, black/green, heater; £1,205/5/10.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

RONALD KENT (COACHBUILDERS), Ltd., offer:—

1952 2½-litre low mileage Silver Streak Riley, many extras, heater and wireless, specially tuned engine, exceptional condition throughout, immaculate appearance assured; £975.—Coal Wharf Rd., W.12. She. 2251. [8549

1948 2½ Riley, fitted roll top, radio, excellent.—Tickford, Ltd. Tem. Bar 3338. [C4029

RILEY 12 1936 black Adelphi, recon. gear box and engine; £175 o.n.o. Tel. Ealing 1363. [9074

1954 Riley 1½-litre saloon, black/ivory, 2,000 miles, as new; £1,050.—Tel. Uplands 9381. [C3068

£265—Riley 12/4 1937 Falcon 4-dr sln, good mechanically, excellent cellulose; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube). Exchanges, h.p. [C1017

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, Kingston Rd., Kingston. Kingston 3346. [0079/R

1950 (April) Riley 1½-litre saloon, black, green leather, one owner, 23,000 mls., as new; £685.—Below.

1949 (Oct.) Riley 1½-litre saloon, black, brown leather, radio, one owner, perfect; £585; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1661. [9243

1935 (5.11.34) Riley 12/6, immaculate appearance, solid and sound throughout, excellent tyres, etc.; £145.—Col. 7542. [9205

RILEY Kestrel Sprite, cross flow head, immaculate condition, reconditioned engine, SS/27/K model; £325 o.n.o.—Bowes Park 4157 9 a.m.-6 p.m. [9223

MAYFAIR COUNTRY CARS.—1949 Riley 1½-litre saloon, superb condition; £595; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C5008

RILEY 12/4 Kestrel Sprite, rebuilt 1948, bronzed cylinder head, etc.; £175.—Ozzard, 2, Goodwood Ave., Bridgnorth, Shropshire. [8975

645 gns.—Riley 1950 2½-litre sports saloon, woodland green, green leather, small mileage, carefully used; terms, exchanges.—Rowland Smith, below.

525 gns.—Riley 1949 model 1½-litre sports saloon, maroon, excellent condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Riley 1938 model 1½-litre Falcon saloon, sliding head, leather, preselector, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 Riley 2½-litre saloon, heater, small mileage, beautiful condition.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1938 Riley 16/4 Continental saloon; outstanding example of this rare marque; bargain price £295!!!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723 [C1011

1949 1½-litre Riley, black, mileage 39,000 conscientiously maintained, radio, heater; taxed December; £630.—Smith, Whiteladies, Deaconshill, Elstree 1020. [8977

RILEY 16.4 Kestrel sports saloon, June, 1938, £100 recent overhaul, very sound and attractive car; £250 o.n.o.—Thames Street Engineering, Bulwell, Nottingham. Tel. 71120. [9180

1949 1½ Riley, woodland green, H.M.V. radio, demister, new Dunlops, new battery, taxed year, superb condition inside and out; nursed by enthusiast; £625.—Wimbledon 4362. [9213

£550—1948 1½-litre Riley, green/beige upholstery, carefully maintained coachwork, unmarked; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1952 (June) 2½-litre Riley saloon, black, heater, 21,000 miles, immaculate condition; £925.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12. (Tally Ho.) Hil. 1044. [9090

1938 Riley Sprite, 2-seater, manual gear box, large instruments, capable of 90 m.p.h., finished in British Racing Green, specimen condition throughout.—Scott & McGregor, 194, Lloyd St. North, Manchester, 14. Moss Side 2013. [9298

1938 series Riley 9 Continental 4-door touring saloon, synchro gears; the car is in post-war condition throughout; £275; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. Day 26838, Night 51316. [9135

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry. Tel. 2146. [0446/R

CAMDEN MOTORS for Rileys.—2½-litre saloons, 1952, beautiful specimen of this late series, 2-tone finish, upholstery in rich tan leather, high capacity heater and screen demisting, maintained since new by main Riley agents, serviced and checked over every 1,500 miles; £795.

CAMDEN MOTORS for Rileys; 20 others in stock, all models pre- and post-war.—Leighton Buzzard, Beds. Tel. 2041. Write for free catalogue, terms, exchanges. [C1035

Riley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

VERY carefully used post-war Riley wanted, one-owner 2½ preferred.—Col. 7542. [9199

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W3008

YORKSHIRE.—The Riley Buyers, Barkers of Oakwood, Leeds, 8. Tel. 58236/7. [0094/R

A REALLY exceptional Riley wanted, 1½ or 2½ post-war.—Speedsters, Ltd. Horley 628. [W4020

CNK MOTORS require clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

BLAKES, Riley distributors, will purchase any Riley cars.—110 Bold St., Liverpool, 1. Tel. Royal 6622. [7735

REQUIRED, good used Riley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

RILEY 1½-litre, 1952 or 1953, low mileage, one owner, immaculate condition.—Train, Avonbridge, Hamilton. [9032

THE CAR MART, Ltd., London, wish to purchase Riley cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0969/R

URGENTLY required, 1946-53 Riley 1½-litre saloons.—Gibsons Sports Car (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7738

COLMORE DEPOT, Ltd., Manchester, will purchase post-war Rileys with a guaranteed history and mileage.—200, Deansgate, Manchester, 3. Bla. 3522. [4655

RILEY 1½-litre and 2½-litre saloons, 1950-1953, urgently wanted, must be low mileage, distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

Riley Spares and Service

READING.—Hewens Garages, Ltd., for Riley spares and service.—Tel. 1438. [0209

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238/R

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; Rileys wanted in part exchange for new models.—Coventry Motor Mart, Ltd., Coventry 2146. [0443

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0992/R

RILEY distributors for 28 years.—Comprehensive list of spares quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [6622

REPAIRS, parts, reconditioned guaranteed gear boxes (including Warner); shock absorbers, engines.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0060

ROLLS-ROYCE

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JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

1949 touring limousine by H. J. Mulliner; painted maroon and upholstered in beige leather and cloth, 28,000 miles; price £3,250.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1082

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RIPPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

ROLLS-ROYCE

PB Ltd., offer:—

1938 25/30 Rolls-Royce Barker owner-driver saloon with boot, small mileage, in immaculate condition.

1933 Rolls-Royce Phantom II Park Ward sports saloon, black, red leather.

1932 20/25hp Rolls-Royce, fitted recently with good-looking utility body, painted fawn with natural wood, fawn leather upholstery.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-7478. [C3033

VINTAGE AUTOS.

THE pre-war Rolls-Royce specialists.

ALWAYS a good selection of all types at very competitive prices.

66, London Rd., Tooting. Tel. Mitcham 3951. [C4039

H. R. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1951 H. J. Mulliner sports saloon, black with beige hide, 47,000 miles; £4,500.

1949 Gurney Nutting sedanca coupe, black with beige hide, 11,000 miles; £3,750.

1949 James Young razor-edge sports saloon, black with light blue hide, 45,000 miles; £3,500.

1949 Hooper touring limousine, black with brown hide, 39,000 miles; £3,250.

1939 Gurney Nutting P. II saloon with division, grey with grey hide; £1,295.

1930 Windover P. II 2-door F.H.C., black with brown hide; £495.

WE are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3052

H. A. FOX & Co., Ltd.,

OFFICIALLY appointed Rolls-Royce retailers.

OFFER exceptionally attractive and comfortable 4/5-seater Gurney Nutting drop head coupe on a July, 1949, Rolls-Royce Silver Wraith chassis; only 2 owners and mileage only approximately 26,000; the car has been carefully used, well maintained and is in excellent condition; new tyres and battery. (R.206) £2,850.

1947 Rolls-Royce Silver Wraith chassis fitted with a Hooper touring limousine body, with electrically operated fully dropping division and rear blind; full equipment includes radio, with rear compartment extension; the body is black and is upholstered in grey cloth throughout; this car is in excellent condition and has had only 2 owners, and has been chauffeur maintained; mileage only 29,604. (R.205) £2,850.

H. A. FOX & Co., Ltd.,

3—5, Burlington Gdns., Old Bond St., W.1. Tel. Regent 7687. [9011

KNIGHTSBRIDGE MOTORS, Ltd.

1937 (January delivery) 25/30 Martin Walter Wingham drop head foursome, very well maintained; £835.

3, Roberts Mews, Lowndes Place, Belgrave Square, S.W.1. Sloane 4066. [C2063

CHIPSTEAD MOTORS, Ltd., offer:—

25hp late 1932 Thrupp & Maberly sports saloon, blue leather, nice condition, sliding roof, new tyres; £425.

25hp late 1933 2-door special sports coupe, sliding roof, director's car, one other owner, 70,000 miles confirmed, very fast, specimen.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1076

DUNCAN HAMILTON & Co., offer:—

ROLLS-ROYCE 25hp 4-light saloon, body by Park Ward, exterior finished black, brown leather to front, West of England cloth to rear, fitted with cigar lighters, concealed lighting, powder compacts, notebooks, silver-topped bottles, etc., picnic tables, total mileage 68,000 only, complete history to date, most modern appearance and unrepeatable car of distinction; the whole car in magnificent condition both inside and outside, and can be classified as unblemished throughout; we have never had a car like this in stock before; offered at £685.—35, High Rd., Byfleet, Surrey. Byfleet 3101-2, day and night. [C1091

JACK OLDING & CO. (MOTORS), Ltd.,

OFFICIAL Rolls-Royce and Bentley retailers, offer new cars for early delivery:—

SILVER Wraith 7-seater limousine by Hooper, automatic gearbox.

SILVER Wraith touring limousine with electric division, automatic gearbox.

SILVER Dawn with special Freestone & Webb coachwork, automatic gearbox.

SILVER Dawn standard saloon, synchromesh gearbox.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

MASCOT MOTORS, Ltd., offer:—

1938 30hp Arthur Mulliner semi-razor-edge sports saloon with division; £1,150.

1938 30hp H. J. Mulliner sedanca, 47,000 miles; £975.

1935 25hp Gurney Nutting fixed head foursome coupe; £750.

1934 25hp Park Ward sports saloon; £625.

1934 40/50hp H. J. Mulliner sports saloon with division; £600.

1932 25hp Thrupp & Maberly sports saloon; £475.

1930 25hp Thrupp & Maberly fixed head foursome coupe; £395.

AND many others with various types of coachwork.

237, Kensal Rd., Ladbroke Grove, London, W.10. Ladbroke 1231/2. [C5007

ROLLS-ROYCE

HENDON CENTRAL GARAGE, Ltd., offer:—

1938 25/30 enclosed 7-passenger limousine by Thrupp & Maberly, blue and black, privately owned, serviced recently by works; £1,075.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

SWANMORE GARAGE.—See our displayed advert. on page 486. [C4024

CHARLES POLLETT, Ltd., officially appointed Rolls-Royce & Bentley retailers and repairers, offer:—

ROLLS-ROYCE Silver Dawn, automatic gearbox, 2,100 miles, 2 shades grey, as new.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard off Elgin Ave., W.9. Cunningham 5936. [C2010

1933 Continental Phantom II Barker owner-driver sedanca with boot, extremely pretty car; £295; terms or exchanges.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604. [C3017

1934 20/25 H. J. Mulliner sun saloon, excellent condition; £575.—C. V. Rushmer, 39, Holland Park, W.11. Park 5731. [C3061

HEARSES, Rolls Selection of five complete with unused Coachwork. Written Guarantee. Attention Address.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd. Head office, Hearse Enquiries, Station Approach, Kew Gardens. Richmond 1161. [9085

1932 Rolls-Royce 25, 5-seater saloon; £325.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

CAMDEN MOTORS for limousines—the largest stock in the country—65 in stock including 6 Rolls-Royce models.—See "Limousine," classified. [C1035

ROLLS-ROYCE Wraith Hooper limousine, January 1939, one owner, exceptional condition; £1,200.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C5023

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [5360

FRANK DALE offers 25/30hp Rolls-Royce sports saloon by Mayfair Carriage Co., G.U.L. series, large boot; £775.—61, Lancaster Mews, Lancaster Gate, W.2. Pad. 9276-7 [C1967

ROLLS-ROYCE 20, 25 and 30hp owner-driven saloons, also limousines at specially low prices.—Claude Burgoyne & Co., St Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. [8880

ROLLS P. III, 1937 7-passenger limousine, unmarked, also P. II owner-driver saloon, ride control at bargain prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith, Riverside 7644. [9288

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [6283

1936 20/25 (GBK) Windover swept tail limousine with boot, face forward occasionals, lisappearing division; £490.—45, Park Rd., Hampton Hill, Middx. Molesey 913. [C4069

1936 20/25 sports saloon by Ranalah, black with brown leather, radio, discs, good condition, bargain.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Tel. Douglas 7596. [9131

1937 Rolls-Royce Phantom III Barker drop-division limousine, modified extensive equipment, hide throughout, immaculate condition for £875.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045/1

1926 Rolls-Royce Twenty 4-door 6-seater touring saloon, very nice runner, good-looking tyres, thoroughly sound; 96gns; hire purchase; part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. Harpenden 118. [C3000

1933 Rolls-Royce 26hp limousine, one owner and chauffeur maintained, laid up during war, completely reconditioned 1947, costing over £500; a distinguished car in exceptional condition for £455.—Mole, 51, Dover St., W.1. Tel. Grosvenor 5902. [8562

1933 Rolls-Royce 20/25hp Park Ward owner-driver 5-seater saloon, black, fawn leather, a really first-class example, beautifully maintained in all respects; £575; exchanges; deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4035

THE SOUTHERN MOTOR Co. have a range of Rolls-Royce Replica saloon and coupe models in stock at prices from £500 to £675.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport). Office, Gillian Cottage, Lowfield Heath, Nr. Crawley, Sussex. Tel. Crawley 437. [9077

A & S display first class condition privately owned Limousines (Certified mechanically—ready service).

LIMOUSINE 1933/25hp, partition, Windover, forward occasionals, black, carefully maintained, £425.

LIMOUSINE 1938/30hp, Hooper, partitioned Deluxe Coachwork, forward occasionals, privately owned, genuine mileage 44,000, desirable condition throughout, £1195.

9280 miles Phantom III (Series BT, registered 1946) Park Ward partitioned black Limousine, forward occasionals, unblemished, (detailed history available), unrepeatable opportunity.

WRAITH Limousine 1939/30hp, partitioned Deluxe Hooper Coachwork, widest occasionals, black, mileage 29,000, history available, really outstanding condition reasonable cost.

ALPE & SAUNDERS, Ltd., Seven Passenger Rolls-Royce Specialists, Providence Court, North Audley Street. Mayfair-2941. [C1006

Rolls-Royce Cars Wanted

PHANTOM III sports saloon or drop head required by private buyer.—Box 4540. [9235

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

A & S urgently require 25/30hp Saloon and Coupe with boot, also privately owned 25/30hp Limousines, details please. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce Cars Wanted

CM

THE CAR MART, Ltd.—Official Retailers, wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0970/R

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork; any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0498/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REQUIRED, good owner-driver Rolls-Royce.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19 Livingstone 3362. [0345/R

MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.—237, Kensal Rd., W.10. Ladbroke 1231-2. [W3007

Rolls-Royce Spares and Service

JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Rolls-Royce cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Flaxman 2223. [S1062/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0614/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064/R

ROVER 10

1939 Rover 10 saloon, guaranteed; £320; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

£185.—1936 Rover 10 saloon, in exceptionally fine condition throughout, at bargain price; three months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

CAMDEN MOTORS for Rovers.—10hp saloon de luxe, 1947, December registration and practically the last of this excellent series produced, a one-owner car, recorded mileage 30,000, serviced by main Rover agents since new and comprehensively overhauled last autumn; £525.

CAMDEN MOTORS for Rovers.—10hp 4-door saloon, 1940, prototype of 1947 series, very good engine recently rebored, five nearly new Goodyear Eagle tyres; £325.

CAMDEN MOTORS the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays and all day Good Friday and Easter Monday. Write for catalogue. [C1035

ROVER 12

HAROLD SIMONS, Ltd., offer:—

1947-8 Rover 12 sports saloon, sun roof, black, brown upholstery spot light, immaculate appearance throughout, superb mechanical condition; £515; trade enquiries welcomed; 3 months' written guarantee; service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401 High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53.

1940 model Rover 12 4-light sports, good order and presentable.—Dann, Cowden 3104. [8968

£325.—Rover 12/4 1938 4-door sports saloon, exceptionally good mechanically, cellulose, etc.; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube). Exchanges h.p. [C1017

1947 Rover 12 sports tourer, grey/red, excellent, terms, exchanges; £495.—Cyril Sheppard of Reading. Sonning 2345. [9287

1946 Rover 12 saloon, green; £485.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

£435!!!—1947 Rover 12 sports saloon, black, brown leather, fitted heater, an outstanding example of these fine cars.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2009

CAMDEN MOTORS for Rovers.—12hp saloon, 1947, full de luxe series with excellent leather interior, built-in heater etc., two previous owners, reasonably moderate total mileage; £495.

CAMDEN MOTORS for Rovers.—12hp saloon, 1939, very nice condition indeed for its year, Rover overhaul in 1952, fitted radio Tygan seat covers; £345.

CAMDEN MOTORS for Rovers.—12hp sports saloon, 1933, four-light model in Rover green, recellulosed last year; £295.

CAMDEN MOTORS for Rovers.—12hp sports 4-seater, 1948, one of the very few available, completely disappearing hood, smart dove-grey finish, blue leather interior set of tailored seat covers and other extras, ideal for fast exhilarating touring; £495.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays and all day Good Friday and Easter Monday. Write for catalogue. [C1035

1947 (September) Rover 12 6-light saloon, black with fawn upholstery, fitted heater, fog lamp, low mileage, one owner, original condition; £495; hire purchase and part exchanges.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

ROVER 12

395 gns.—Rover 12 1946 de luxe saloon, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below

265 gns.—Rover 12 1937 model 4-door sports saloon, grey, sliding head, blue leather, good tyres, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

XXX Scarce model 1946 (February) Rover 12 saloon, this car has had only 2 owners, is most fully equipped and finished in black and chromium with brown leather upholstery, and an excellent set of loose covers, fitted twin spot lamps and twin horns, the appearance is absolutely immaculate and it has a most pleasing performance; thoroughly recommended; written guarantee; £475; terms; exchanges.—H. F. Edwards, 200 Great Portland St., London, W.1. Tel. Langham 0012. [C2003

ROVER 14

1939 Rover 14 sports saloon, guaranteed; £280; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1947 Rower 14 sports saloon, 3,000 miles on factory-reconditioned engine; £505.—Middlesex Motors, Harrow 0022 [9265

1936 14hp sports saloon, one owner only since new, an exceptional bargain; £195; terms if required.—Mann, 48, Forty Ave, Wembley Park, Middx. Arnold 4604. [C3017

£375.—Rover 14hp de luxe saloon, 1939, one owner, only 38,000 miles, just decarbonised, in first-class order throughout.—Auto Service Garage, R. L. Stevenson Ave., Bournemouth. Tel. Westbourne 63344. [9124

1937 Rover 14 saloon, 6-light, grey with blue hide interior, 49,000 miles, one owner, 1953 condition; £325.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

£525!!!—Rover 14 de luxe saloon, only two owners since new have maintained this vehicle perfectly, bodywork like new, interior magnificent, chassis faultless. 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

ROYS offer 1939 Rover 14 touring saloon, equal in condition to the one sold last week, to the first viewer at £375; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

ROVER 16

ELM AUTOSALES offer:—

1937 Rover 16 saloon, mechanically perfect, coachwork as new, a beautiful quality car maintained in the true Rover tradition by a fastidious owner; £295.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067

HARRY KITCHENER, Ltd., offer:—

1948 (Feb.) Rover 16hp 6-light saloon, black with brown leather upholstery, radio, heater, factory reconditioned engine, and new battery recently fitted, all good tyres, the whole car in showroom condition throughout, and a first-class example of this series; £550.

1947 (Mar.) Rover 16hp 6-light saloon, black, brown leather upholstery, moderate mileage, excellent value; £495.—Messrs. Harry Kitchener, Ltd., 180, Goldington Rd., Bedford. Tel. Bedford 2790. [8990

CASS'S MOTOR MART.—1947 Rover 16 saloon, grey, one owne £495.—5, Warren St., W.1. Euston 3523. [C1040

MAGNIFICENT 1940 Rover 16, 40,000, 2 owners, fastidiously maintained, outstanding condition, radio, heater, etc.; £465; week-ends.—23, Shirley Gdns., Hornchurch, Essex. [8978

1948 Rover 16 6-light saloon, black, cloth upholstery, heater, nice condition, R.A.C. invited; £395; exchanges, h.p.—11 Perrymead, Prestwich, Manchester. Prestwich 2057. [9286

CAMDEN MOTORS for Rovers.—16hp saloon de luxe, 1939 one of the finest pre-war Rovers in the country, total mileage 72,000 authenticated by previous owner, new engine fitted by Rovers about 16,000 miles back (over £100), full Rover overhaul within the last 10,000 miles (cost £204), all bills available and the whole car in exceptional order; £395.

CAMDEN MOTORS for Rovers.—16hp drop head foursome coupe, 1940, Tickford model, very smart grey finish with dark-blue leather interior, three-position hood, special type instruments, Lucas pass lights, Mellowtones reversing lamp etc., just fitted new set of Fort Duolops and Lifeguard tubes; £375.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays and all day Good Friday and Easter Monday. Write for catalogue. [C1035

ROVER (60, 75 and 90)

MAIDSTONE ENGINEERING Co.

1949 Rover 75 P.3 saloon, finished in unblemished black with maroon leather interior and carpets to match, fitted with H.M.V. push-button radio, heater, demister, twin chrome Windtone horns, chrome centre pass lamp, the appearance of this car is immaculate, this model is, of course, fitted with the new engine and independent front suspension which gives a most excellent performance with absolute silence and a remarkable petrol economy of 30mpg at normal cruising speeds, the car is taxed and ready for immediate use; £650; terms.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

WARWICK WRIGHT, Ltd., offer:—

1953 Rover 75 saloon, black, 6,000 miles; £1,125.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

PHILIP RICKARDS, Ltd., offer:—

1953 Rover 75, black, radio, covers, 4,000 miles, perfect; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

ROVER (60, 75 and 90)

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1948 (Sept.) Rover 75 P3 saloon, black with red upholstery, fitted heater, one owner, maintained since new by the Rover Co., an immaculate car in every respect; £595.

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [C3044

1954 Rover 60 saloon, 900 miles, taxed year.—Weybridge 600. [C4023

1951 (October) Rover 75 4-door saloon, immaculate, mileage 15,849, spare unused; price £850.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [9089

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 431-2-3, offer:—

1952 Rover 75 saloon, finished black, brown leather, radio, one owner, immaculate condition throughout; £975. [C1001

1952 Rover 75, finished blue with blue leather, in excellent condition; £895.

HERMAN SOLOMON & SONS, High St., Camberley. Tel. Camberley 2000. [9991

1948 Rover 75 sports sal, black, one owner; £625.—Tickford, Ltd., Tem. Bar 3338. [C4029

ROVER 1951 75 saloon, black, grey hide, heater; £795.—Hillwood Motors, Mill Hill 4232. [9018

1951 Rover P.4 saloon, fitted with heater, low mileage, immaculate condition; £865.

LYNE, FRANK & WAGSTAFF, 35, Crouch End Hill, N.8. Mountview 4401. [C2058

ROVER 75, 1953, 13,000 miles, ex. cond., one owner/driver, Rover serviced; £1,000.—Tel. Add. 1697. [8976

1951 Rover 75 saloon, blue/blue leather, radio; £865.—Odeon Motors, Ltd., Barnet 1144. [C3028

1953 model 75 saloon, black, red leather, fitted covers, 4,200 miles, superb condition; £1,095.—Below.

1953 75 saloon black, tan leather, H.M.V. radio and other extras, nominal mileage, beautiful condition; £1,075.—Robbins, East Putney. Tel. 4581. [C3010

1953 Rover 75 saloon, grey with red upholstery, 3,000 miles, one owner, immaculate condition; £1,095.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951, and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

1950 Rover 75 P4, black, red upholstery, radio and heater, excellent condition; £730.—Ing's Garage, Maidenhead 2149. [9299

ROVER 75 saloon 1949 4-door 6-light, black, 33,000 miles, exceptionally clean inside and out, very good tyres, mechanically excellent; terms; £625.

NEWCASTLE (STAFFS) MOTOR Co., Ltd., Brunswick St., Newcastle-U-Lyme. Tel. Newcastle 66266-7-8. [8739

1953 (March) Rover 75 saloon, ivory, radio, one owner, immaculate condition; £1,095.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho). Hil 1044. [9095

1950 Rover 75 P4 saloon, radio and heater, black, one owner; £765.—Vandervells, 215, Haverstock Hill, Belsize Park, N.W.3. Pri. 4441. [C4037

1948 Rover 75 6-light sln., black, maroon upholstery, undeniable condition; £595.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

CAMDEN MOTORS for Rovers.—75 saloon, late registration 1948, grey with grey leather, one previous owner, excellently maintained built-in heater, pass lights, screen washers; £595.

CAMDEN MOTORS for Rovers.—75 saloon, 1951, whole condition not very far short of brand new; £795.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays and all day Good Friday and Easter Monday. Write for catalogue. [C1035

1953 Rover 75 saloon, black, red leather, in immaculate condition, 6,500 miles; £965 for quick sale.—W. T. Warren, Castle Lodge, Back Rd., Brightlingsea, Essex. [9205

ROVER (January '52) 75 P4 saloon, finished black with green leather and heater, one careful owner, 9,000 miles, loose covers, and Typrod mats from new; thoroughly recommended at £925.

MOOR GARAGE, Romsey Rd., Cadnam, Hants. Cadnam 3301. [8280

1948 75 sports saloon (1952 factory fitted new P.4 engine), dark green, radio, heater, all new tyres, one very careful owner, total mileage 39,200, negligible since new engine; £650.—Campbell Symonds, Wembley 6262. [C1037

595 gns.—Rover 75 1948 saloon, sliding head, leather, l.f.s., heater, one owner, exceptional; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 Rover P.4 saloon, very low mileage, Connaught green with grey hide, most fastidiously maintained and quite immaculate inside and out; price £985.—Cox's Motors (Leicester), Ltd., 11/15, Conduit St., Leicester. Tel. 60319. [C1059

ROVER 60 1954 saloon, in two-tone grey, first registered March 1st, 1954, for use in England during April by American business man; can be inspected up to April 3rd, and is offered for sale on April 29th at £125 off list price, when total mileage should be under 2,000.—The National Standard Co., Ltd., Kidderminster. Tel. 3451. [9226

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [5111

LAND-ROVER, 1953, 12,000 miles only, perfect condition, any test; no dealers.—Apply Box 4532. [9227

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAND-ROVER

G & M ALFREDS (1938), Ltd., formerly Guy Alfreds.—1950 and 1951 S from £290.—6-7, Warren St., W.1. Euston 3268. [C1005

HARVEY HUDSON, Ltd. (the Land-Rover Specialists) offer from the finest stock of reconditioned and guaranteed Land-Rovers in the country.

1952 model Land-Rover, 14,000 miles, outstanding condition; £455.

1951 Land-Rover, 25,000 miles, excellent condition; £375.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056. [C2039

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd. (The Land-Rover Specialists), wish to buy Land-Rovers.—Woodford, London, E.18. Wanstead 0056. [W2039

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

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NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029/R

BEARTS of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [0080/R

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

1948 Rover 60 required privately.—Statt, 99, Chillingham Rd., Newcastle-on-Tyne. [9051

ROVER 1952; give fullest details and lowest cash price.—Vivian, Pinchbeck, Spalding. [9187

REQUIRED, good used Rover.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7756

XXX H. F. Edwards offer immediate cash for good Rover cars.—Details please to 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. [W2059

Rover Spares and Service

KJ MOTORS, Ltd., spares, reconditioned units, Girling, Radiomobile agents.—Bromley, Ravensbourne 3456. [0968

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [7676

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—521, Romford Rd., Forest Gate, E.7. Maryland 4618. [0437/R

BARKING.—For full stocks of spares and genuine service for Rover owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0518/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester. 8. Tel. Blackfriars 2302. [0556/R

SIMCA

C. V. RUSHMER for Simca.—1953 Aronde saloon, low mileage, as new; £750.—39, Holland Park, W.11. Park 5731. [C3061

1954 Model Simca Aronde saloon, white-wall tyres, mileage 3,000, as new throughout; £845.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

SIMCA Aronde.—Several demonstration cars available; very low mileage and maintained in perfect condition.—Details from Fiat (England), Ltd., Water Rd., Wembley. Tel. Perivale 5651. [0395/R

SINGER

DICKS.

1948 Singer 10hp saloon, engine just overhauled; £325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

SINGER

ACRES offer:—

1951 Singer SM1500 saloon, black, many extras, low mileage, indistinguishable from new; £550.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002a

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1951 Singer 4 A.B. roadster, black with beige upholstery, absolutely as new, 26,000 miles only, very carefully driven and maintained, original cost when new £800; 399gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

TOM GARNER, Ltd., offer

1953 Singer SM1500 saloon, grey with red upholstery, 400 miles only; £795.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

AUTOMOBILIA, Ltd., offer:

1948 Singer Super 12, 4-door de luxe saloon, grey, in excellent condition; £345.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1069

GLANFIELD LAWRENCE offer:—

1951 Singer 4AB roadster, grey, 22,000 miles, engine overhauled, literally an unmarked specimen; £595.—407, High Rd., N.12. Finchley 0091. [C2053

HENDON CENTRAL GARAGE, Ltd., offer:

1948 Singer 10 saloon, in good condition throughout, £335.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 6084-5. [C2034

SINGER 1½-litre sports 4-seater, very good condition; £120.—St. John, 51, Commonwealth Rd., N.17. [9057

£125.—1934 series Singer 9 sports 4-seater, red and silver, excellent runner, outside boot; £60 down.—Below.

£125.—1936 Singer 9 de luxe saloon, excellent runner, fitted radio; £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£495!!—1952 S.M.1500 saloon, black, beige leather, 21,000 miles, one owner; in superb order throughout.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, W.11. Bayswater 3951, after 6, Tulse Hill 4755. [C2009

1952 Singer 1500 S.M. saloon, green, 18,000 miles, genuine one owner, a very attractive car; £585.—Sands, Burnham, Bucks, 1084. [9045

SINGER 1500, 1953, 7,000 miles only, black, red leather; £695.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

£185.—1940 Singer 4-seater sports, really excellent condition.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

625gns.—Singer 1500 1954 4A.D. sports roadster, red, grey upholstery, glass sidescreens, trafficators, tonneau cover, one owner, genuine 300 miles, brand new condition; terms, exchanges.—Rowland Smith, below.

395gns.—Singer 9, 1951 4A.B. sports roadster, glass sidescreens, l.f.s., excellent condition, choice of three 4A.B.s; terms, exchanges.—Rowland Smith, below.

365gns.—Singer Super 10, 1949 saloon, sliding head, loose covers, heater, carefully used; terms, exchanges.—Rowland Smith, below.

175gns.—Singer 9, 1939 saloon, sliding head, good condition; terms, exchanges.—Rowland Smith, below.

145gns.—Singer 10, 1938 saloon, sliding head, leather, good condition; terms, exchanges.—Rowland Smith, below.

125gns.—Singer 9, 1936 de luxe 4-door saloon, sliding head, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 (March) Singer 1500 saloon de luxe, black with fawn leather and red carpets, genuine mileage 18,000, fitted heater and loose covers, condition quite as new in every way, taxed year; price £485 in Carlisle only.—Logan, 7, Marlborough Gdns., Carlisle, Cumberland. Tel. daytime Carlisle 25786, evenings 257771. [9194

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

POST-WAR Singer required, part exchange 1954 SM1500.—Distributors, Marbrook & Kirby, Sandwich. Tel. 3066. [8759

1951-2 SM.1500, must be in first-class condition; exchange 1949 Javelin, similar condition, cash adjustment.—Randall, 1, Park View, Farnborough Rd., Farnborough, Hants. [9182

Singer Spares and Service

THE Singer agents for spares, service repairs. Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

LANCASHIRE'S premier Singer spares stockists.—Coulthurst & Grimshaw, Ltd. 759, Whalley New Rd., Blackburn. Tel. 48091. [6473

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701/2. [0605/R

Singer Spares and Service

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate Manchester. Deansgate 4507. [0390/R

SPORTS CARS

MERCURY offer:—

£365!! 1947 1100 H.R.G., one owner, terrific performance.

£275!! 1938 M.G. T.A., black, green leather, excellent runner, spotless condition.

£245!! 1939 Morgan 4/4 2-seater, good tyres, twin spares.

£145!! M.G. J2 2-seater, black, first-class order.

TERMS or exchanges with pleasure.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [C5014

CARS for the enthusiast.

IF you require a good pre-war car in excellent condition at a reasonable price we have the finest selection in the country. Our stock consists of good veteran, vintage, Continental and sports cars, with all types of coachwork. Immediate hire purchase and part exchange. We are open till 9 p.m. 7 days a week, including Saturday and Sunday for inspection.

VINTAGE AUTOS, Head Office and main Showrooms, 66, London Rd., Tooting. Mitcham 3951. Bargain basement for thoroughbreds under £150.—185, Elmers End Rd., Beckenham. Tel. 2521. [C4059

CHARACTER CARS offer:—

ALFA-ROMEO 1,750cc blown and unblown saloons; Allard 1949 coupe; B.S.A. 10hp 2-seater; Hispano-Suiza sedanca, Essex Six sedan, 1929, specimen; Mercedes 500K; M.G. C. and M type 2-seaters; Rolls-Royce P11 limousine; Talbot 105 tourer.

CHARACTER CARS, Wellesley Garage, Wellesley Court Rd., East Croydon. Croydon 2555. [C1044

B. & G. MOTORS offer:—

£155.—M.G. 8hp P-type open sports 4-seater, red, reupholstered and fitted new tonneau cover, excellent engine.

£125.—M.G. 8hp J-type open sports 4-seater, green, excellent hood and screens, smart and fast.

£120.—Alfa-Romeo 1½-litre special low built open sports 4-seater, Alfa red, single-cam engine, 17in wheels, foldflat screen, tonneau cover, excellent battery, etc., terrific performance, ideal car for Jehu son of Nimshi.

£120.—Hillman Aero-Minx open sports 4-seater, Oxford and Cambridge blue, foldflat screen, slab tank, upswept windcowls, etc., goes like the immortal clappers.

£115.—Wolseley Hornet Eustace Watkins 12hp open sports 4-seater, green, knock-on wheels, twin carbs, 4 speeds, new tonneau cover, etc.

£105.—Wolseley Hornet 12hp twin carb. open 4-seaters, choice of 2, both smart and fitted new tonneau covers, 4 speeds, etc.

£79.—Riley 9 twin-carburettor open 4-seater, not particularly beautiful to look at but has excellent engine, good hood and screens and goes like a bomb, most reliable horseless carriage.

MANY others; easy terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

BERT MASON SPORTS CARS.

£75.—Rover 12 Pilot Special sports 4-seater, grey/blue, good hood and screens, very fast; £175, Singer 1½-litre sports saloon, immaculate, as new; £85, Singer 9 Le Mans sports coupe, nice condition throughout; £65, Riley 9 Monaco saloon, quite a decent one; £195, Austin 8 sports tourer, 1947, absolutely immaculate and mechanically quite faultless, very many others.

HIRE purchase on every vehicle.

A VERY large selection of Jaguar; hire purchase on all cars; we are open till 9 p.m.

BERT MASON SPORTS CARS, 77, Cricketfield Rd., Clapton, E.5. Amherst 1814. [C5075

ROWLAND SMITH'S for sports cars.

625gns.—Singer 1500, 1954 4A.D. sports roadster, one owner, genuine 300 miles, brand new condition.

545gns.—M.G. Midget, September 1951 T.D. 2-seater, Cambridge blue, fawn leather, Marshall supercharger, oil coil, one owner, exceptional.

395gns.—Singer 9, 1951 4A.B. sports roadster, glass sidescreens, l.f.s.

395gns.—Allard, 1949 sports 2-seater, high-compression heads.

365gns.—M.G. Midget, 1947 T.C. 2-seater, excellent condition.

195gns.—Morgan 4/4, 1938 sports 4-seater, one owner.

195gns.—Austin 7, 1937 model Nippy sports 2-seater, black, red leather.

175gns.—Frazer Nash-B.M.W., late 1935 type 55 convertible sports coupe.

145gns.—Hillman Aero Minx, 1934 sports 4-seater, tonneau cover.

125gns.—B.S.A. Scout, 1939 series 6 10hp 2-seater; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ASTON MARTIN 1½-litre 4-seater tourer; £145.—Below.

FRAZER NASH 2-seater, chain drive, excellent performance; £125.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2522. [C2073

V.8 Special, 1951; £140 o.n.o.—Quarendon, 44, Corporation Rd., Pedcar. Redcar 710. [9191

JAGUAR 1939 S.S.100 3½, first-class condition, recent complete overhaul; £595 o.n.o.—Sargent, "Windyridge," Beer, Devon. Tel. Seaton 481. [9147

CHILTERN CARS offer: Alfa-Romeo, Alvis, B.M.W., Bugatti, Hotchkiss, Lagonda, Lotus, M.G., Morris, Railton and Talbot; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [C1045

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

CHIPSTEAD MOTORS, Ltd., offer mostly reconditioned and in showroom condition:—

A.C. reg. 1941 3-carburettor foursome drop head coupe, french blue with new plastic leather hood, immaculate; £425.

ALLARD 1948/9 special 2/4-seater sports, Bugatti blue, low mileage, two owners, extras; £375.

ALVIS Speed 20 1934 V.D.P. sports 4-seater, exceptional condition; £285.

CITROEN 6-cylinder 1950 model, one owner, champagne and red leather, push-button radio, low mileage; £585.

DELAGE D.6 70 1938 streamlined saloon, recellulosed bronze, reconditioned engine, brakes, steering clutch, etc., etc., just fitted, Cotal box specimen; £475.

DELAHAYE 135M 1939 model, fitted 3-litre engine, completely overhauled engine, gear box, clutch, brakes, steering, etc., Chapron 2-door fixed head coupe, blue/black; £595.

100 Competition 2-seater Jaguar, completely rebuilt by Henleys and reg. 1949, new engine and XK120 gear box, terrific performance, probably one of the best in the country, ready shortly.

C-TYPE competition Jaguar.—See "Jaguar" column

LAGONDA L.G.6, 1938 model, independent suspension, foursome drop head, discs; opportunity to obtain one of these very rare cars.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

PERFORMANCE CARS, the Sports Car People, Great West Rd., Brentford, Middlesex. Tel. Ealing 8841 (3 lines).

ONLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground.

WRITTEN guarantee, immediate H.P. and insurance, B.M.T.A., M.A.A.; appointed R.A.C.

FROM over 150 in stock all plainly marked with year and price we select:—

ALVIS 4.3 Charlesworth saloon, 1937, £295; Alvis Speed 25 drop head foursome, 1937, £295.

ALVIS Speed 20 tourer, 1935, £195; Alvis Speed 20 Charlesworth saloon, 1935, £245.

ALFA-ROMEO 17/50 supercharged Castagna drop head foursome, specimen throughout, 1934, £395.

ASTON MARTIN 1½ Ulster 2-seater, 1936, £395; Aston Martin 2-litre tourer, 1940, £445.

ASTON MARTIN 2-litre Speedmodel, ex-Horsfall, £595; A/M 2-litre saloons, 37/8, from £375.

BENTLEY 3½-litre Mulliner coupe, 1935, £545; Bentley 4½-litre sports saloon, 1929, £265.

BENTLEY 4½-litre tourer, McKenzie rebuilt, 1929, £345; Bentley 3-litre 2-seater, 1925, £145.

BRISTOL 400 sports saloon, 1948, £895; Buckler 1,172cc sports 2-seater, 1952, £445.

FRAZER NASH Mille Miglia, 1952, £1,850; Frazer Nash 1½ "chain-gang" 4ED Meadows, 1934, £245.

HEALEY 2½-litre roadster, 1948, £425; Healey 2½-litre Duncan saloon, 1952, £695.

JAGUAR XK120 roadster, competition engine, knock-on wheels, 1951, £775.

JAGUAR 2½-litre S.S.100, '37/8, two from £245; Jaguar 3½-litre S.S.100 comp, 2-seater, 1938, £395.

JAGUAR 3½-litre drop head foursome, 1948, £445; Jaguar 3½-litre drop head foursome, 1939, £265.

LAGONDA 4½-litre sports saloon, 1934, £145; Lotus Ford 10 close ratio gearbox, 1953, £525.

MERCEDES-BENZ 500K type B cabriolet, 1937, £395; Morgan 4/4 10hp 2-str., 1937, £225.

M.G.—See large selection under M.G. column; also spares and service.

RILEYS.—See large selection under Riley column; also spares and service.

ROLLS-ROYCE 20/25 Park Ward o.d. saloon, 1931, £295; R/R 20/25 Salmons cabriolet, 1933, £295.

ROLLS-ROYCE 20 Watson coupe, specimen, 1923, £225; Studebaker 30hp saloon, 1939, £195.

TRIUMPH 1800 Roadster, 1947, £395; Volkswagen standard saloon, 1949, £295.

UNIVERSALLY acclaimed the finest sports car selection in the country.—Please write for illustrated 10-page list.

PERFORMANCE CARS Annexe:—

ALVIS Speed 20 V.D.P. tourer, 1934, £95; Alvis 17 sports saloon, 1938, £95.

ALVIS 12hp Firefly coupe, 1933, £165; Bentley 3-litre Red Label 2-seater, 1925, £95.

BENTLEY Red Label 3-litre 2-seater, 1926, £145; Delaze D6 sports saloon, 1934, £125.

DELAGE D6 d/h foursome, 1931, £105; Lagonda 3-litre coupe, 1932, £95.

HOTCHKISS 24hp cabriolet, 1931, £95; Lagonda 2-litre tourer, 1929, £95.

MERCEDES-BENZ 2-litre cabriolet, 1936, £145; M.G. 2-litre drop head foursome, 1936, £145.

ROLLS-ROYCE Phantom II saloon, 1930, £145; Rolls-Royce 20 tourer, 1928, £95.

STUDEBAKER 26hp coupe, 1938, £125; Sunbeam 20, touring saloon, 1935, £85.

TALBOT 110 drop head foursome, 1936, £145; Triumph Dolomite 14hp sports saloon, 1938, £145.

PERFORMANCE CARS ANNEXE, Windmill Rd., Brentford, Middlesex. Ealing 8841. [C3041

£100.—Morris-Talbot Special, sporty car of character, economical, excellent hood, tyres, performance.—Tel. Northwood 1085. [9068

FRAZER NASH-B.M.W. Type 45 2-litre cabriolet, 1936-7 model, leather uphols. good, engine needs attention, noisy axle, needs respray; ideal for enthusiast to rebuild; £95, offers.—8, Marks Rd., Moordown, Bournemouth. [9037

VINTAGE Bentley owners and buyers! Valuable help! See under "Books" on page 95. N.B. Clients: Having bought a Speed Six I can offer buyers my cherished 1926 4½ saloon.—Please write for details of this perfect Black Label Weymann, S.P.A., Harrogate. [9072

DELAGE D.670 Vita special streamlined saloon, late 1937, fitted reconditioned 2.6-litre M.G. engine and gear box, double valve springs, lightened flywheel, twin exhaust system, brake drums skimmed, brakes relined, new clutch assembly, I.F.S., hydraulic brakes, very fast indeed, excellent road holding, any trial; £295.—G. A. Brooks, Ltd., Edenbridge. Tel. 3289. [C1084

Sports Cars Wanted

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BARTLETT will pay more for good sports cars.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753/R

STANDARD 8

1946 Standard 8 saloon; £245.

XL Service Station, Kingston Vale, S.W.15. Kin. 8333 [C4060

£299!!!—1948 Standard 8 sports tourer, specimen as new condition; absolute gift.—Below.

£255!!!—1946 Standard 8 sports tourer, carefully used; choice of two; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms: 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1954 Standard 8 saloon, nominal mileage; £460.—S. F. Erskine & Sons, Ltd., Commercial Rd. Woking 330. [C2051

1947 Standard 8 drop head coupe, guaranteed; £265; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1948 Standard 8 saloon, magnificent, guaranteed; £285; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

1948 Standard 8 saloon, grey/blue; £325.—Halls (Finchley) Ltd., Odeon Parade, N. Finchley, N.12. (Tally Ho.) Hil. 1044. [9091

G & M ALFREDS (1936) Ltd., formerly Guy Alfreds.—1954 Standard 8 4-door saloon, 600 miles; £455.—6-7, Warren St., W.1. Euston 3268. [C1005

1939 Standard 8 saloon, sun roof, rebored, new crown wheel and pinion, new clutch, new gear box; £149.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube) [C2050

1946 (October) Standard 8 drop head, taxed, immaculate condition, completely recellulosed, overhauled, new tyres, carpets, 27,000 miles, 500 since rebore; £395.—Uplands 4489. Box 4542. [9237

1939 Standard 8hp saloon, good engine, tyres, battery, etc.; £175 or £60 deposit, balance over 18 months; exchanges, insurance; 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door.) [C4071

Standard 8 Cars Wanted

RICHARDS & CARR buy Standard 8, 1953-4.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

STANDARD 10

£125.—1936 Standard 10 4-door de luxe saloon, excellent runner, bargain; £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

STANDARD 12

£189.—1939 Standard 12hp drop head; terms.—Autosnips, 5, Balham High Rd., Balham 1509.

£150.—Standard R12 privately owned black de luxe saloon, new engine, tyres, brakes, recell., etc., costing over £150; owner now requires Morris brake; s.a.e. full details.—Hampshire, 1a, Thornton Hill, S.W.19. Tel. Wimbledon 6718. [9211

295 gns.—Standard 12, late 1947 de luxe saloon, sliding head, leather, one owner, reconditioned engine; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

STANDARD 14

1947 Standard 14, radio, heater, immaculate; £365.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1948 Standard 14 de luxe saloon, in outstanding condition; £375.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

£350.—1948 Standard 14 de luxe saloon, black, beige leather, very carefully used.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [C1028

1948 Standard 14 saloon, engine recently reconditioned, fitted radio and heater, taxed end of year; £350; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 3122 (opp. G.P.O.). [C3055

345 gns.—Standard 14, 1947 de luxe saloor, sliding head, leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROYS offer a very genuine and original 2-ton grey 1947 model Standard 14 saloon; £325; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

STANDARD VANGUARD

ALWAYS

STANDARD Vanguards. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction. C.W.11. Batt. 2252. [3022

CAR MART, Ltd.

1951 Standard Vanguard saloon, heater (overdrive); £535.—Car Mart, Ltd., Austin House, 297, Euston Rd. N.W.1. Euston 1212. [C1039

STANDARD VANGUARD

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1949 Standard Vanguard saloon, black with green leather upholstery, very carefully driven from new, one owner only, negligible mileage, heater fitted; 398gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. (Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

SLOCOMBES, Ltd.

1952 Vanguard, in grey, heater, immaculate; £550.

1952 Vanguard, as new, many extras; £595.

1951 Vanguard, fine condition, heater; £475.

1949 Vanguard, new engine, black, most exceptional condition; £405.—Slocombes, Ltd., 58-52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869; nearest underground Dollis Hill Station [C4017

PHILIP RICKARDS, Ltd., offer:—

1953 Standard Vanguard, black, 3,000 miles; part exchanges, deferred terms.—4, Brick St., London, W.1. Grosvenor 4772-3. [C3051

WARWICK WRIGHT, Ltd., offer:—

1952 Standard Vanguard saloon, blue, 17,000 miles; £550.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1953 (September) Vanguard Phase II, 5,000 miles, absolutely as brand new; £675.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

£545.—Standard Vanguard, 1952, leather upholstery, one owner, in splendid condition.

£495.—Standard Vanguard, 1951, carefully maintained and used by one owner.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

1950 Standard Vanguard, leather, heater and radio; £475; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054/1

A. E. PALMER offers 1952 series Vanguard estate; see "Utility" column.—12, Church St., Luton 4212. [8911

6-MONTHS-OLD Phase II Vanguard, as new; £675, exchange smaller car.—45, Shirehall Park, N.W.4. Hendon 1648. [9115

1952 Vanguard, immaculate, seat covers, etc. £499; bargain.—Home County Motors, Ltd., Stanford-le-Hope, Essex 2154. [9256

1951 Standard Vanguard saloon, grey, heater, fog lamp, etc., nominal mileage; £495.—Robbins, East Putney. Tel. 4581. [C3010

£495!!!—1951 Vanguard saloon, 20,000 miles only, as brand new, or absolute gift; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1949 (December) Vanguard saloon, blue, heater, very nice condition throughout; £375.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1951 Standard Vanguard, leather, 17,000 genuine, as new; £525; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1951 Standard Vanguard saloon, nominal mileage, radio, heater; £495; choice of two.—L. P. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456 [C1077

1949 50 Vanguard saloon, black, one owner, radio and heater loose covers, a very sound vehicle, bargain; £395.—A.Z. Motors Palmerston Rd., N.W.6. Mal. 4723 [C1011

1953 Standard Vanguard Ph. II saloon, 9,000 miles, leather, heater, spotless condition throughout; £685.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 3557. [C3006

1951 series Vanguard saloon in maroon/fawn hide interior, heater, low mileage, exceptional; £465; consider part exchange.—14, Offington Gardens, Worthing. Swandean 849. [C4027

1952 Standard Vanguard saloon, Comet blue, red hide interior, fitted heater, one of the best examples offered; £565.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

395 gns.—Standard Vanguard, late 1949 saloon, black, red leather, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1952 Standard Vanguard saloons, grey/red, black/red, low mileage, heater; choice 2 from £499; 1951 grey/grey (radio, heater), black/red, black/brown; choice 3 from £439; three months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

XXX 1952 Standard Vanguard saloon; this exceptionally attractive example is finished in black with brown leather upholstery and fitted with heater, fog lamp and Lucas Flame Thrower; it has been beautifully maintained and is a car which must be seen to be appreciated; offered with written guarantee; £545; terms, exchanges.—H. F. Edwards, 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

£575!!!—Overdrive Vanguard, very late 1951, special model with over £150 worth of extras, 1954 model H.M.V. Radiomobile, heater, leather upholstery, most expensive set of seat covers, screen-washers, rear window demisting and Laycock-de-Normanville Overdrive; the whole car superbly maintained and in practically faultless order, recently fitted new tyres and Lifeguard tubes; the amount saved on petrol consumption alone makes this car a worthwhile proposition at this price.

CHOICE of 5 other 1951 Vanguards with extras but not with overdrive from £495.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

VANGUARD, b'ack, leather, radio, heater, overdrive; price and mileage.—Box 4246. [8616

WHY accept less for your Standard Vanguard Estate car when you can get its full market value from FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

TOP price paid for Vanguard or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6098. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham Beckenham, Bromley, Sidcup, Bexleyheath and Farningham. [0026/R

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

Standard Spares and Service

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines, 1938 onwards; quote commission number when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0301/R

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666) for Standard spares, sales and service.—209, Balham High Rd., S.W.17. [0522

STANDARD spares all models from 1935; replacement units, complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [4251

MARGATE Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [4250

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). [0559/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston, Kin. 3151-4 [0286/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

STUDEBAKER

1936 Studebaker Dictator saloon, real bargain, £75.—A. Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1951 Studebakers; choice of two convertibles, radio and heater, etc.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

1953 Studebaker Champion Hydramatic 2-door Farina-type super streamline saloon, 600 miles only, all extras, absolutely brand new.—Taylor & Crawley, Hyde Park Corner, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4036

STUDEBAKER Commander, October, 1950, Regal de luxe sedan, left-hand drive, mileage 24,200, Hydra-Matic change, radio, heater, many extras, luxurious car; offers.—Wells & Mayner, Ltd., Ladywell Walk, Hurst St., Birmingham. Mid. 1606. [8688

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4. Tel. Tul. 4505. [0315/R

SUNBEAM-TALBOT

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1950 Sunbeam-Talbot 90 convertible coupe, one owner, 33,000 miles, thoroughly recommended; £555.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

DICKS.

1939 Sunbeam-Talbot 10hp coupe, very attractive; £325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

SLOCOMBES, Ltd.

1947 Sunbeam-Talbot open 4-seater roadster 10hp, fine order in every way; £395; exchanges, cars and motor cycles welcomed; immediate h.p. terms; open until 7.30 (Saturdays 6 p.m.).—Slocombes, Ltd., Dudden Hill Lane, N.W.10. Willesden 4869, adjacent Dollis Hill Tube [C4017

SUNBEAM-TALBOT

ACRES offer:—

1953 Sunbeam-Talbot, as new, 3,000 miles only; £695.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

TOM GARNER, Ltd., offer

1951 Sunbeam-Talbot 90 saloon, green, heater, radio; £695.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

METROPOLITAN MOTORS

OFFER immediate delivery Humber Hawk and Sunbeam-Talbot Alpine.

1950 Sunbeam-Talbot 90 saloon, one owner, magnificent condition; £575.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [9079

BOON & PORTER, Ltd.

1951 90 saloon, cream, red leather, heater, reconditioned; £645.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1020

PHILIP RICKARDS, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, 14,000 miles, grey; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

SAUL & SLATTER, Ltd., offer:—

1950 (Dec.) Sunbeam-Talbot 80 coupe, green, one owner, 17,000 miles only; £599.—44/46, Aldermans Hill, N.13. Palmers Green 3631. [C4002

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 series Sunbeam-Talbot 80 saloon, fitted radio, heater and taxed, in very nice condition; £550.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1952 Sunbeam-Talbot 90 coupe, radio; £825.

1951 Sunbeam-Talbot 90 saloon, radio, heater; £725.

1950 Sunbeam-Talbot 90 saloon, radio, heater; £660.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2025

TURN TO PAGE 55
Featuring
PLACES OF INTEREST FOR THE WEEK-END MOTORIST

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1948 Sunbeam-Talbot, excellent condition, taxed to end of year, mileage 24,000, fitted radio; £465.

HIGH St., Wandsworth S.W.18. Tel. Vandyke 4433 (5 lines). [8928

CAMDEN MOTORS offer the finest selection of Sunbeam-Talbots in the country:—

1951 90 saloon, July delivery, bronze/red leather, 2¼-litre engine, etc.; £665.

1951 90 saloon, in black, with heater and seat covers, wing mirrors; £675.

1951 90 saloon in grey, immaculate specimen; £695; choice of 3 more 1951 saloons, one green, one blue, one beige.

1951 90 coupe, fitted leather hood to special order of late owner; £675.

1953 Mark IIA saloon, latest model, beautiful pastel finish, low mileage; £895.

1953 Mark IIA saloon, black, one owner; £865.

1950 Mark I 90 saloon, fitted heater and screen-washers, late registration; £595.

1950 Mark I 90 coupe, one wealthy owner, used summer months only; £575.

1950 Mark I saloons, choice of 3 others from £565.

1950 80 saloon, economical 10hp engine, same body-styling as 90; £585.

1948 2-litre saloon, 14hp engine, moderate total mileage; smart appearance and in very good order; £495.

1939 10hp foursome sports, silver grey; attractive little car, fast and economical.

CAMDEN MOTORS, the Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1035

PHŒNIX MOTOR Co. (SURREY), Ltd., for all Rootes Group products, specialists in purchase and sale of GUARANTEED used Sunbeam-Talbots.

A SELECTION from our stock:—

1952 (Oct.) Sunbeam-Talbot 90 saloon, Mark IIA, black, beige leather interior, 20,000 miles, one owner driver since new, fitted H.M.V. radio, Rootes heater, twin spotlamps, badge bar, windscreen wash, rear window demister, overriders and all Rimbellishers, an almost unique example of this very rare model; £865.

1951 (Feb.) Sunbeam-Talbot 90 Mark II saloon, satin bronze finish with red leather upholstery, 27,000 miles, one owner since new; extras include H.M.V. radio and heater, a very attractive car indeed; £725.

1951 (June) Sunbeam-Talbot 90 saloon, Mark II, colour blue, beige leather interior, 29,000 miles, fitted Rootes heater, wing mirrors, overriders, etc.; the condition of this car is commensurate with less than half the recorded mileage; £715.

HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [C5044

1952 (May) Sunbeam-Talbot 90 saloon, 14,000 miles, one fastidious owner.—Weybridge 600. [C3023

SUNBEAM-TALBOT

1951 (September) Sunbeam-Talbot 90 drop head, radio, heater, really excellent condition; £685.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/9676. [C4016

1952 Sunbeam-Talbot 90, low mileage, radio, heater, screen washers exceptional; £775.

RIPCO, Ltd. (Sunbeams purchased), 16, Albemarle St., London, W.1. Hyde Park 2952/3/4. [C3052

SUNBEAM-TALBOT 1950 90 convertible, radio, heater, specimen; £595.—Hillwood Motors, Mill Hill 4232. [9016

1948 Sunbeam-Talbot 10 saloon, heater, reconditioned engine, fog lamp, fine condition; £445.—Tel. Tate Gallery 0616. [9155

1951 Sunbeam-Talbot saloon, heater, sliding roof, black; £655.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

JACK ROSE Ltd., offer 1950 Sunbeam-Talbot convertible in black and red hide, clean and mechanically excellent; £595.

1947 Sunbeam-Talbot 2-litre saloon in grey, clean car, open to examination; £415.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

£395—2-litre sports tourer, 1947, cherry red, rare pretty car, carefully kept, private sale.—10, Heath Drive, Sutton, Surrey. Vig 5039. [9184

1948 Sunbeam-Talbot 10hp 4-seater roadster, good condition throughout; £365.—77, Bridgwater Rd., Ruislip. [9154

1951 Sunbeam-Talbot 90 Mark II saloon, black/red, heater, low mileage, exceptionally nice car; £625.—Slade's Garage, Penn, Bucks 2115. [8965

£625!!!—1951 Mk. II 90 sports saloon, gunmetal, grey leather; fitted heater, one owner; any examination welcomed.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, W.11. Bayswater 3951, after 6, Tulse Hill 4755. [C2009

1950 Sunbeam-Talbot 90 d.h., satin bronze, red leather hood, heater, very good tyres, perfect condition throughout, any trial; £625 or near offer.—Box 4533. [9223

1950 Sunbeam-Talbot 80 drop head coupe, green, excellent condition throughout; £565.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066 [C1076/1

SEPT., '52, Sunbeam-Talbot 90 saloon, black with red upholstery, fitted heater, wireless, fog lamp, licensed year mileage 18,000, excellent condition; price £800.—Hull & Son, Woodbridge 164. [9195

1950 Sunbeam-Talbot 90 saloon, satin bronze, heater, excellent condition; £575.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066 [C1076

1950 model Sunbeam-Talbot sports saloon, Ace Rimbellishers, magnificent condition; will deliver anywhere in Great Britain; £595.—The County Garage, Lancaster Rd., Morecambe. Tel. 207. [9054

SUNBEAM-TALBOT convertible (1952), only 8,000 miles and virtually a new car, heater, fog and driving lamps fitted, open to any inspection, taxed for year; £800.—Thorburn & Brownlee, Galashiels, Scotland. Tel. Galashiels 2365. [9204

1940 Sunbeam-Talbot 2-litre sports saloon, very unusual car, fast and smart; £290 or £97 deposit, balance over 18 months; exchanges, insurance; 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door.) [C4071

Sunbeam-Talbot Cars Wanted

ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411)

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 5353.)

CANTERBURY.—(Canterbury 5252.)

ROCHESTER.—(Chatham 2251.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 8401 [0111/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WANTED, 1940/7 Sunbeam-Talbot 10 open tourer or coupe.—56, Dale Hall Lane, Ipswich. [9164

MARK IIA convertible.—D. B. Corlett, 1, Crosshall St., Liverpool. Central 1675 (daytime). [9024

RICHARDS & CARR buy Sunbeam-Talbot.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W5015

PRIVATELY owned S-Talbot 90.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

SUNBEAM-TALBOT 1953; give fullest details and lowest price for cash.—Vivian, Pinchbeck, Spalding. [9168

TOP price paid for Sunbeam-Talbot or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

URGENTLY required, 1949-53 Sunbeam-Talbot 80 or 90 saloons.—Gibsons Sports Car (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381 [0465/R

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TALBOT

SLOCOMBES, Ltd.

1937 Talbot 10 saloon in 1947 condition, really worth seeing; £285; exchanges, cars and motor cycles welcomed; immediate H.P. terms; open until 7.30 (Saturdays 6 p.m.).—Slocombes, Ltd., Dudden Hill Lane, N.W.10. Willesden 4869. Adjacent Dollis Hill Tube. [C4017

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1938 Talbot 10 sports saloon, sunshine roof, highly recommended; £195.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Talbot Spares and Service

LARGE stocks new and second-hand Talbot spares, 1929-36, included ambulance.—Clare's Motor Works, 206, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0864/R

JOHN BLAND for pre-war Talbot spares and repairs; many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service; splined wheel hubs.—27, Southfields Rd., S.W.18. Vandyke 1612. [0696/R

TRIUMPH

SLOCOMBES Ltd.

1950 Triumph Renown, black, heater, most exceptional mechanically and in appearance; £575.

EXCHANGES, cars and motor cycles welcome; immediate h.p. terms; open until 7.30 (Saturdays 6 p.m.).—Slocombes, Ltd., Dudden Hill Lane, N.W.10. Willesden 4869; adjacent Dollis Hill Tube. [C4017

CAMDEN MOTORS offer:—

1953 Mayflower saloon, pastel blue, heater, wing-mirrors, one very fussy lady owner, the whole car in faultless order; £555.

1949 2000 Roadster, Aug. delivery, fitted wing-mirrors, Ace Rimbellishers, expertly maintained, new Goodyear Eagle tyres, Rubbaseal treatment in chassis; £495.

1948 1800 Roadster, fitted fully reconditioned engine within the last 9,000 miles, history available; £395.

1938-9 1¼-litre 12hp Dolomite sports saloon, bright-looking car, delightful performance; £195.

CHOICE of six 14hp Dolomites 1938-1940.

8hp saloon, earlier pre-war Super 8 series, goes well, gift; £65.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 saloon, garage maintained, one owner; £495.

1949 Triumph 2000 Roadster, one careful owner since new; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

TOM GARNER Ltd., offer:—

'53 Triumph 2-litre Renown saloon, green with brown leather, 5,000 miles only; £895.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

AUTOMOBILIA, Ltd., offer:—

1951 Triumph Renown saloon, black, beige leather, heater, windscreen washers, low mileage, one owner, excellent condition; £575.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304/3891. [C1069

GLANFIELD LAWRENCE offer:—

1948 Triumph 1800 Roadster, grey, one owner, recently fitted reconditioned engine and gear box, all new tyres, heater, neat covers, magnificent specimen; £499.—407, High Rd., N.12. Finchley 0091. [C2053

JACK POZNER (AUTOS) offer:—

1949 Triumph Roadster, very attractive car; £475.

1948 Triumph Roadster, practically unused; £495.—39, Hendon Way, N.W.4. Hendon 1423-4. [C3063

H. A. SAUNDERS, Ltd., of Worcester.

1951 Triumph Renown saloon, maroon with beige leather; £625.

AUSTIN House, Worcester. Tel. 2368. [C4005

HENDON CENTRAL GARAGE Ltd., offer:—

1952 Triumph Mayflower, low mileage, fitted radio and heater, one owner, as new; £550.—Watford Way, Hendon Central, N.W.4. Hendon 8084-5. [C2054

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1951 Mayflower 10hp saloon, finished in comet blue, excellent condition; £475.—The Broadway, Mill Hill, N.W.7. Tel Mil. 2040. [C3012

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1953 Triumph Mayflower, gunmetal blue and beige leather, 9,000 miles, one owner; £550.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1953 (June) Triumph Mayflower, one owner, heater, leather; £550.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1954 Triumph Renown saloon, finished black, beige leather, radio, heater, 200 miles only, as new; £995. [C1001

TRIUMPH

1949 Triumph 2000 saloon, grey with grey leather, 4 new Dunlops, excellent order; £475.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

1949 Triumph Renown 2000 sal., excellent; £475.—Tickford, Ltd. Tem. Bar 3338. [C4029

MAYFLOWER saloon, modest mileage, perfect.—3, Longfield Ave. N.W.7. Hen. 1606. [6529

1951 Renown, maroon, radio and heater, one careful owner; £600.—Campbell Symonds, Wembley 6262. [C1037

1952 Triumph Mayflower saloon, black, one owner, excellent order; £515.—Sands, Burnham, Bucks, 1084. [9046

1950 Triumph Renown 4-door saloon, grey metallic, whole car in first-class condition; £525.—Below.

1949 Triumph 2,000 4-door saloon, black, with radio and heater, a beauty; £475.—Starnes Motors, Triumph Specialists, 105, Cricklewood Broadway, N.W.2. Gladstone 2480. [9259

1949 Triumph 2000 Roadster, really exceptional condition; £550.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

£425.—1947 Triumph 1800 Roadster coupe, grey, blue leather, £145 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£165.—1939 Triumph 14hp Dolomite saloon, clean car, terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1948 Triumph Roadster 1800, very carefully used, in excellent condition; £425.—Tel. after 8 p.m. Bayswater 3314. [9268

1953 (May) Mayflower saloon, grey, maroon interior, 6,000 miles only, superb condition; £565.—Robbins, East Putney. Tel. 4581. [C3010

£110.—Vitesse saloon, July, 1937, reasonable, excellent runner, new batteries.—Couzens, Rushden 2769, Northants. [9071

£525!!!—1950 Triumph Renown, razor-edge saloon, small mileage, bargain price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN., Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1949 Triumph Roadster, excellent condition throughout, colour black; £495.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

TRIUMPH razor-edged saloon, 1947, immaculate, excellent mechanically; £459.—Charles Simpson Motors, Ltd., Staples Corner, Hendon, N.W.2. Tel. Gladstone 1246. [9280

2000 Roadster, low mileage, specimen condition; will deliver anywhere in Great Britain; £495.—The County Garage, Lancaster Rd., Morecambe. Tel. 207. [9053

1949 Triumph Roadster, grey, immaculate condition, 18,000 miles; £545.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

1953 Mayflower, black, leather, radio, heater, screen-clean underseal, 2 fog lamps, one owner, low mileage, taxed year; £585.—K. J. Motors, Ltd., Bromley, Ravensbourne 3456. [9270

475gns.—Triumph Mayflower, September, 1950, saloon, leather, heater, carefully used, choice of 3 Mayflowers; terms, exchanges.—Rowland Smith, below.

395gns.—Triumph 1800, December, 1947, Roadster coupe, grey, blue leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube) Hampstead 6041. [C4016

MAYFAIR COUNTRY CARS.—1949 Triumph 2000 Roadster, grey, red leather; £525, terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131.

1951 Triumph Mayflower L.H.D. black with red leather, fitted radio and heater, 15,000 miles, in excellent condition; £400.—Haskins, Lodbroke 1155. [C3027

1949 (May) Triumph Roadster 2000cc, grey, new hood, low mileage, first-class condition; £495.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1949 Triumph Roadster 2000, radio, heater, new hood and brand new engine October, 1952, lovely appearance; £475, H.P. possible or smaller sports in part exchange.—Col 7542. [9201

1951 (July) Renown, maintained, faultless mechanical condition, new engine just fitted, coachwork unblemished, spotless hide, fitted loose covers, heater, extras, throughout irreproachable; 625gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0097-8-9. [9278

TRIUMPH Renown limousine, March 1952, one business executive owner, fitted overdrive, radio, heater and twin spot lights, magnificent condition, wonderful value, cost nearly £1,600; offered at £745; guaranteed and part-exchange welcomed.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MAYFLOWER saloon, well kept.—Hen. 9498. [6530

ROADSTER wanted.—45, Shirehall Park, N.W.4. Hendon 1648. [9113

WANTED privately, low mileage Mayflower, no dealers; reasonable price.—Tel. Malden 8694. [9036

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15 [0182/R

XXX H. F. Edwards offer immediate cash for good Triumph cars.—Details please to 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Triumph Cars Wanted

1949 Triumph Roadster, black (2,000), required in exchange for same car 1947 which has new engine and is in immaculate condition; £100 spot cash offered.—Tel. Cen. 3710. [8997

Triumph Spares and Service

TRIUMPH distributors, for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 5151-4. [0918/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [0143/R

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0302/R

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 322). [0355/R

PRE-WAR Triumph guaranteed reconditioned engines, gear boxes, differentials, steering gears and parts; gear cutting and specialized machining to order.—C. W. Green and Sons, Brayford, Lincoln. 10684. [8542

UTILITY CARS

THE UTILITY VEHICLE CENTRE, offer:—

A LARGE selection of post- and pre-war Utilecons, estate cars, station wagons, etc., always in stock; enquiries invited.

100 Great Portland St., London, W.1. Langham 6044-5 (Private Branch Exchange) [C4072

J. DAVY, Ltd.

BEDFORD Dormobile, 5,000 miles only, literally as new, exchanges welcomed.—180-4, Kensington High St. (Wes. 9641). [C1069

CAR MART, Ltd.

1953 Armstrong Siddeley 18hp estate car, manual gear box; £750.—Car Mart, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039

CAR MART, Ltd.

1951 Austin A40 Countryman, heater; £495.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

KAY KAR SALES offer:—

WOLSELEY 1958 utility, very well-built body, suit builder or farmer; £100.

BUICK station wagon, very smart vehicle, completely rebuilt in 1952, special offer; £115.

HILLMAN 1945 10hp van, well shod, new battery, repainted, make nice utility; £115.

AUSTIN 8hp 1941 utility, attractive little vehicle, repainted throughout; £135.

MORRIS 10cwt utility, very roomy body, practically new tyres, repainted in attractive dual beige colour scheme; £165.

300 Westwood Lane, Blackfen, Sidcup. Elt. 2810. [9001

CAMDEN MOTORS offer:—

AUSTIN A70 Countryman 4-door, Sep. 1951, a beautiful specimen; £595.

AUSTIN A40 Countryman, 1949, used for pleasure motoring, one previous owner; £395.

HILLMAN Phase III Minx estate car, 1949, beige/tan leather; built-in heater, nice maintained, new Dunlops and Lifeguard tubes; £445.

VANGUARD estate car, very late 1952, in condition virtually as new, genuine low-mileage specimen; £695.

CHOICE of 3 others, 1949-1951, from £495.

FORD 8 utility 1948, genuine Martin Walter Utilecon, 5-seater body, good little engine; £250.

FORD 10 Martin Walter Utilecon, 1948, 6-seater, all-metal body, ideal for personnel transport; £275.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

JACK STONE & SON offer:—

1950 Hillman estate car; 1950 Ford 10 Martin Walter; 1948 Ford 10 6-seater, coachbuilt body; 1946 Dodge 7-seater, coachbuilt body; 1945 Austin 10, coachbuilt body; write for list.—221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054-5. [C4021

HAROLD SIMONS, Ltd., offer:—

1952 series Commer estate (same appearance as Hillman Mark V estate), medium mileage, heater, immaculate appearance and first-class mechanically, £525; trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

ROWLAND SMITH'S for utility cars

395gns.—Lea-Francis, December, 1948, 14hp 4-door 5-seater shooting brake, natural timber body, removable rear seating, radio, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

375gns.—Jowett Bradford, 1952 utility de luxe, Catalina tan, chromed fittings, removable rear seating, one owner, exceptional; terms, exchanges.—Rowland Smith, below.

325gns.—Hillman Minx, November, 1947 4-door estate car, fold-flush rear seating, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Hillman estate car, grey and brown leather, one owner, 21,000 miles; £525.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

£175.—Armstrong Siddeley 15hp 6-seater estate car, splendid condition.—Malden 8694. [9035

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 (Oct.) Jowett Bradford de luxe utility, one owner, 12,000 miles, like new; £575.—AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

FORDSON 10cwt estate car new 7-seater, fully folding seats; £610/5/10.

AUSTIN A40 Countryman, new folding seats, ideal to combine family and business use; £732/2/6.

AUSTIN A70 shooting brake, 1951, smart and well-made wooden body, 4 doors, folding rear seat, heater fitted; £575.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2006

1950 Hillman estate car, superb condition; £525.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

1952 Austin A40 Countryman, heater, small mileage; £575.—Middlesex Motors Harrow 0022. [9261

1948 Morris 12hp Martin Walter Utilecon, one owner; £325.—Peter Guest, Ltd., King's Lynn. Tel. 4129. [9110

1951 Bradford de luxe utility, small mileage, immaculate; £299.—Peter Guest, Ltd., King's Lynn. Tel. 4129. [9109

CHARLES NORMAN offers: 1952 Austin A70 Countryman, beige, 22,000 miles; £685.—Charles Norman, 48, Fitzroy St., W.1. Euston 3965. [9274

1949 Ford 8 Martin Walter Utilecon, excellent condition; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1948 Riley Estate car, maroon, 1½-litre, new battery, perfect condition, garage maintained, very smart; reasonable offer accepted.—Box 4538. [9253

G & M. ALFREDS (1956), Ltd., formerly Guy Alfreds.—1940 Morris Utilecon, 1950 condition.—6-7 Warren St., W.1. Euston 3268. [C1005

BRADFORD utilities for sale, serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

14hp Commer 10-seater shooting brake, recently renovated, splendid mechanical order; £265.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

SHOOTING Brake (reg. 1947), Rover 16hp, preferred, part exchange, A40 P.U. (Dec., '51), mint condition, one careful owner.—Rhodes, 199, Otley Rd., Bradford. [9144

A.Z. MOTORS offer 1951 Ford 8 utility, beautiful little car, 100% condition, bargain, £295; 1941 Ford V.8 22 wooden utility, £150.—100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1952 Fordson 7-seater Utilecon, nominal mileage, as original tyres, whole vehicle in faultless condition; £450.—R. S. Mead (Sales), Ltd., 81, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

NEW Morris high-quality Utilities (10cwt, 12-seaters, folding seats, lined interior, car appearance); £616 (tax free); usually from stock; terms, home and export.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 6159. [0387/R

NEW Bedford Road Masters (£538) and Dormobiles (£545) 12-seater utilities, tax free, orders accepted home and export, conversion of nearly any van to 5-seater (folding seats) £44.—Tarrant & Frazer, 10, Winchester Mews. Primrose 6159. [0003

TWO Volkswagen Micro buses (regd. March, 1954), under 500 miles, taxed year, excellent 8-seater, 30 mpg. £1,000 each; bought retail for private enterprise that fell through.—Ralph Beard, East St., Farnham, Surrey. Tel. 5494 day or night. [C1092

£575.—Lea-Francis, May, 1951, 14hp 4-door 5-str. shooting brake, works natural timber coachwork, built-in headlamps, i.f.s., removable rear seating, one very careful owner, nominal mileage, mechanically very good, cost over £1,600; genuine bargain; also

1950 model, similar to above, but 2-door as supplied by makers; this vehicle could well be described as new condition; £475; trade enquiries invited; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. [8917

£625.—1952 series Standard Vanguard 4-door Estate, finished grey with red leather upholstery, mechanically perfect, very carefully used and unmarked, genuine bargain; trade enquiries welcomed; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. [8916

ROYS AUTOMOBILES, Ltd., specialists in good second-hand utilities: 1951 A40 Countryman, £485, another £425; 1948 Minx estate, £379; also two other 1947's, £369 each; 1948 Ford 8 utility £235; 1947 Ford 10 utilecon, £195; 1947-8 Bradford 6-light utility, £185; 1936 Morris 10 utilecon, £125; 1935 Ford 8 utility, £69; many others including vans suitable for conversion, see that column; terms and exchanges.—Roys Automobiles Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

Utility Cars Wanted

DORMOBILE or Bedford C.A.Z. van required.—Write, Frazer 27, Platts Lane, N.W.3. [8675

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

USED utility in perfect condition wanted, Morris Oxford or similar.—Hinds, 261, Goldhawk Rd., W.12. [9215

ROYS always good buyers of utilities.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [W3059

WHY accept less for your utility vehicle, estate car or shooting brake when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2006

VAUXHALL 10

£249.—1947 Vauxhall 10 saloon; terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

£375!!! 1947/8 Vauxhall 10 saloon de luxe, excellent condition throughout; also choice 1939 Vauxhall 10 and 12, 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

VAUXHALL 12

1947 Vauxhall 12, black, immaculate condition throughout; £335.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575. [C5005

£375!!!—1947-8 Vauxhall 12 de luxe saloon, immaculate condition, small mileage, choice also 2 others; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

VAUXHALL 14

1948 Vauxhall 14, exceptional condition; £425.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

1947 Vauxhall 14, J type, excellent condition; £345.—Putney 2770. [9248

1947 Vauxhall 14 de luxe saloon, reconditioned engine; £375.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

1948 Vauxhall 14hp saloon, black, in good condition; £325, inspection by appointment.—R. Dunston, Ltd., Shipyard, Thorne, Yorks. [9119

1948 Vauxhall 14 J type saloon, one careful owner; £395.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1946 (late) Vauxhall 14 J type, one private owner, oak and ash utility, exceptionally nice; £365 or £125 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£385.—1948 14hp J saloon de luxe, cellulosed black with brown leather, faultless condition, extras include radio and heater, a really desirable family car, very economical; terms, exchanges.—12, Church St., Luton 4212. [8915

Vauxhall 14 Cars Wanted

PRE-WAR Vauxhall 14, good condition.—Cossins, 8, Masefield Rd., Grays, Essex. [9165

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ALWAYS

A SELECTION of Vauxhall Wyvern with a written guarantee and free after sales services at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252 [C3022

H. BEART & Co., Ltd., offer:—

1953 (October) Vauxhall Wyvern saloon, black with brown leather, heater 6,000 miles; £675.—102, London Rd., Kingston-on-Thames. Tel. 3548. [C1081

1952 model Vauxhall Wyvern; £625.

1951 Vauxhall Wyvern; £525.

ALL the above are one-owner cars and carry our guarantee; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1949 Vauxhall Wyvern saloon, open to any trial; £400.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

1951 Vauxhall Wyvern saloon, metallic green, equipped with heater, radio and other extras; £495.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. [9134

£498.—Vauxhall Wyvern 1951 4-dr. sln., really excellent condition throughout, just rebored; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

Vauxhall Wyvern Cars Wanted

VAUXHALL Wyvern urgently required.—6, Rodmarton Mews, W.1. [W2066

VAUXHALL VELOX

ALWAYS

A SELECTION of Vauxhall Velox with a written guarantee and free after sales services at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252 [C3022

CAR MART, Ltd.

1951/52 Vauxhall Velox saloon, radio, heater (new body); £625.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

B. J. HUNTER, Ltd., offer:—

1952 Vauxhall Velox saloon, one engineer owner, innumerable extras, highly tuned; £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040

AUTOMOBILIA, Ltd., offer:—

1954 (October, 1953) Vauxhall Velox 4-door de luxe saloon, grey, grey interior, hosts of extras including heater, radio, fog lamp, screen washers, Tygon loose covers, one owner, 3,500 miles; £745.—Automobilia, Ltd., Pippbrook Garage, Dorking 4504/3891. [C1089

SEYMOUR & CLEMENTS, Ltd., offer:—

EXPECTED shortly, 1954 Vauxhall Velox, 1,030 miles only, extras, as new.—Below.

1950 Vauxhall Velox, bronze, heater, etc. new condition.—58, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 Vauxhall Velox, fitted all extras, taxed; £495.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2034

DAGENHAM MOTORS, Ltd., offer the following cars:

1951 Vauxhall Velox, grey, radio and heater, 24,000; £625.

56, Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx, Perrivale 3388; and 6, 8, and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [C1066

VELOX, December, 1953, extras, taxed year, just new; reasonable offer.—276, Chester Rd., Castle Bromwich. [8963

VAUXHALL VELOX

1950 Vauxhall Velox saloon, grey, very attractive car; £475.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 6755. [C2025

1950 Vauxhall Velox, grey, very clean car, well maintained.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W X 2760 [7119

1949 Vauxhall Velox saloon, one owner, leather upholstery as new fitted radio and heater, low mileage, colour light blue, a most attractive car, taxed for year only £415.—Cole's Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

395gns.—Vauxhall Velox 1949 saloon, leather, radio, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1953 privately owned Velox, exact mileage 5,155, unscratched, wireless, heater, screen spray, electric clock, reversing and engine lights, etc., cost (Aug.) £835; accept £749, trial.—Secretary, Tideways, South Esplanade, Burnham-on-Sea [9209

Vauxhall Velox Cars Wanted

VELOX 1953; price, mileage, colour, condition, heater; private buyer.—Box 4534. [9229

TOP price paid for Velox or similar type car, trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

VAUXHALL MISCELLANEOUS

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SHAW & KILBURN, Ltd., for Vauxhalls

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

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HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1950 Velox dark blue, beige interior, body in good condition, link mats, etc., tyres good all round; £475.

1940 Vauxhall 14 J-type, grey, brown upholstery, excellent condition; £270.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 6432-5.—Gregory's, of Uxbridge. [0059/R

GRAHAM BROTHERS (MOTORS), Ltd., Main Vauxhall Dealers, 7-15, Peter St., Manchester, 2, for sales, service and parts.—Depots at: Ashton (Ashton 1817), Didsbury (Didsbury 5446), Manchester (Blackfriars 9887), Stretford (Trafford 5311), Wilmslow (Wil. 4952). [0285/R

Vauxhall Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Vauxhalls.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

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SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328 [0018/R

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R

VAUXHALL cars, post-war models, urgently required.—Colly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R

7-SEATER private 1937/38/39 Limousines required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006

XXX H. F. Edwards offer immediate cash for good Vauxhall cars.—Details please to 26/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.) Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2052/R

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KJ MOTORS, Ltd., spares, accessories, reconditioned units, Perkins diesels.—Brouncy, Rav. 3456. [0393

REPAIRS, parts, reconditioned guaranteed suspensions (complete pair inclusive kingpins from £15/10); gear boxes, shock absorbers, engines; reasonable; trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0076

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WELHAMS, Veteran Car Specialists, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1875, buy and sell pre-1914. [C4070

1915 G.W.K 2-cyl. friction-drive, fully restored and in exceptionally fine condition.—Box 4541. [9236

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HIGH price paid for 1896 to 1904 old car.—Warwick, Chigwell Row, Essex. [5238

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THE Volkswagen people, official main distributors; all spares and fully specialised service, coachbuilding and painting on premises; open for reception weekends; new, used and reconditioned cars available. Tel. Ripley 2361. [0375/R

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1948 Volkswagen saloon, grey cellulose with upholstery to match, a very pretty car indeed, extremely economical to run, previously owned by an enthusiast; 299gns.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

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PERFORMANCE CARS, official Volkswagen agents; new and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

LARGE stock of second-hand 1953 and 1954 de luxe saloons, all very low mileage; exchanges, h.p. available.—Ralph Beard, East St., Farnham, Surrey. Tel. 5494 day or night. [C1092

1954 (March) Volkswagen de luxe saloon, black, 150 mls. only, £640; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9245

1954 Volkswagen de luxe saloon, dark green, 1,150 miles, taxed Dec., demonstration car carefully run in and used, perfect; £635, 3 months' written guarantee.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558. [8862

DE luxe saloon, heater, used demonstrations only, total mileage run from new about 114, indistinguishable from new; £649; seldom opportunity; terms, exchanges.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 6159. [8674

V & F MONACO MOTORS, the only Volkswagen specialists in London, offer you their unique experience obtained in four years of servicing and repair of more than 1,000 Volkswagens; we concentrate exclusively on the Volkswagen and handle no other type of car.—Below.

V & F Large selection of used Volkswagens always available.—Below.

V & F MONACO MOTORS, 3a, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [0642/R

Volkswagen Cars Wanted

RICHARDS & CARTER buy Volkswagen.—35, Kinnerton St., London, S.W.1. Sloane 5424 [W3045

PERFORMANCE CARS urgently require Volkswagen.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

V & F MONACO MOTORS.—The Volkswagen buyers.—3a, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [0300/R

VOLKSWAGEN wanted, smart and sound mechanically; up to £300 offered.—Tel. Bedford 61776 after 6 p.m. [9192

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GENUINE Volkswagen spares, 24-hour postal service; all repairs and service.—Tel. Ripley 2361. [0995/R

V. W. MOTORS, Ltd.

GENUINE spare parts may now be obtained from sole concessionaires, 79-85, Davies St. (entrance in Weighhouse St.). Tel. May. 6718. [0647

VOLKSWAGEN reconditioned engines, spares, service. Kays Motors 78, Norwood High St., S.E.27. Gipsy Hill 4034. [8342

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2351) and Dorset House (Welbeck 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0855/R

Willys-Overland Spares and Service

JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom; service and new cars available for early delivery.—Audley House, North Audley St., W.1. Mayfair 5252. [83030/R

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributors

1953 Wolseley 6/80 saloon, black, brown upholstery, 11,000 miles, one owner; £725.

1951 Wolseley 6/80 saloon, met-grey, grey upholstery, 25,000 miles, one owner; £585.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

ACRES offer:—

1948 Wolseley 18hp saloon, black, brown leather, beautifully kept and as new; £450.

ACRES AUTOS, Ltd., 156-158 Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

CAR MART, Ltd.

1952 Wolseley 6/80 saloon, heater; £635.—Car Mart, Ltd., 37, Davies St., Grosvenor Sq., W.1. Mayfair 5011. [C1039

CAR MART, Ltd.

1953 Wolseley 4/50 saloon, radio, heater; £795.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

1939 drophead 10, exceptional condition, extras, about £275.—99, Fairholme Ave., Romford. [9269

BEARTS, of Kingston Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0063/R

WOLSELEY

AUTOMOBILIA, Ltd., offer:

1950 Wolseley 6/80, 4-door de luxe saloon, black, brown hide, heater, fog lamp, exceptional condition, less than half original cost; £495.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

TOM GARNER, Ltd., offer:—

'54 Wolseley 4/44 saloon, metallichrome grey with grey leather, heater, radio, 200 miles only; list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7 [C2020

HAROLD SIMONS, Ltd., offer:—

1952 Wolseley 6/80, one owner, 9,000 miles, heater, demisters, spot lights, an immaculate car in first-class mechanical condition; £685; and other Wolseley models in stock; 3 months' written guarantee; service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 mins. trolley East Finchley Tube). Finchley 0052-53. [C4065

H. BEART & Co., Ltd., offer:—

1951 Wolseley 4/50 saloon, Moonstone with brown leather, heater, one careful owner, 17,000 miles; £595.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081

WARWICK WRIGHT, Ltd., offer:—

1952 Wolseley 6/80 saloon, green, radio and heater, 13,000 miles; £645.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ENGINES RECONDITIONED, Ltd., offer:—

1939 Wolseley 16hp saloon, excellent condition, black with brown leather; £225.—333, Pinner Rd., Harrow, Middx. Tel. Harrow 5366. [C2070

1940 Wolseley 10 (same type as 1948), radio, in outstanding condition; £295.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

WOLSELEY 6/80 saloon, 1953, heater, screen washers, low mileage, one owner; £710.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023

£375!!!—1947-8 series Wolseley 18 de luxe saloon, magnificent, spotless condition, carefully used and small mileage.—Below.

£245!!!—1938 Wolseley 14 de luxe saloon, one of those magnificent chauffeur-maintained cars, leathered off immediately if got wet, the finest specimen we have had; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1949 Wolseley 6/80, black, brown leather, reconditioned engine, excellent order; 6-month warranty; £425.—Haskins, Ladbroke 1155. [C3027

1939 12hp saloon, recently reconditioned throughout 250gns o.n.o.—309, Firtree Rd., Epsom Downs. [8967

1951 Wolseley 6/80, green, heater, leather upholstery, one owner, mileage 19,000; £540.—Box 4535. [9230

325gns.—Wolseley 18, 1946 saloon, black, sliding head, brown leather, excellent condition; terms, exchanges.—Rowland Smith, below.

175gns.—Wolseley Super 6, 1937 model 21hp de luxe saloon, sliding head, leather, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube) Hampstead 6041. [C4018

1939 Wolseley 10hp saloon, one owner, exceptional car, taxed Dec.; £250 delivered.—5, Loxwood Avenue, Worthing 7335. [9177

1951 Wolseley 6/80 black saloon, just decoked, new battery, excellent condition; £550.—Bland, Wilton Avenue, Bletchley. Tel. 547. [9150

1939 Wolseley 10 saloon, reconditioned engine, immaculate guaranteed; £26 payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

1948 Wolseley 8hp, green, 10,000 miles on present engine, fitted heater, radio, excellent condition, £350.—Apply Wood Park Hotel, Colwall, Malvern. [9033

1947 Wolseley 18 de luxe saloon, black, brown hide, reconditioned engine; £345 or £115 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

CAMDEN MOTORS for Wolseleys.—6/80 saloon, 1951, grey with grey leather interior, one owner (local shopkeeper), used solely for Sunday pleasure motoring, very carefully driven; £595.

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XXX 1950 (July) Wolseley 6/80 saloon, a most attractive car, finished in fawn with brown leather upholstery, thoroughly recommended, delightful performance, written guarantee; £525; terms, exchanges.—H. F. Edwards, 26-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

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ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Wolseley Cars Wanted

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THE CAR MART, Ltd., London, wish to purchase Wolseley cars.—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [0721/R

XXX H. F. Edwards offer immediate cash for good Wolseley cars.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

Wolseley Spares and Service

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707/R

FOR Wolseley service consult the Wolseley specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0475

R. HARDY & SON, 55, Marylebone High St., W.1 (Welbeck 1101).—Service, repairs and spare parts for all 1937 to 1954 models only. [0317/R

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CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R

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1952 Bradford van, blue, unwritten, little used, as new; £275.—Peter Guest, Ltd., King's Lynn. Tel. 4129. [9111

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1952 Standard Vanguard van, maroon, one owner, 9,000 miles, excellent condition throughout, 3 months' guarantee; £465.—Trinity Cars, Ltd., 94, North Side Wandsworth Common, S.W.18. Vandyke 1166. [C4034

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CADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0326/R

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd.—13-14, Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588.—Distributors for London and Home Counties [N1027/R

1954 Chevrolet power glide 4-door de luxe sedan; fitted radio, heater, nylon loose covers, finished polychromatic blue with 2-tone blue interior to match, available for immediate delivery.—Bass Rock Motor Co., Chevrolet Distributors, Milton Rd. West, Portobello, Midlothian. [9004

CITROEN

A

ACE SERVICE STATION (LONDON), Ltd., offer early delivery of all models.

NORTH Circular Rd., Stonebridge Park, N.W.10. Tel. Elgar 5585 (5 lines). [N1000

C.M.I. CAR SALES.

OFFICIAL agents Citroen cars quick delivery; exchanges, hire purchase.—Swiss Cottage, Finchley Rd., N.W.3. Prl. 6624. [N1051

ACRES AUTOS, Ltd.

OFFICIAL retailers.

ALL models from stock; part exchanges and deferred terms.—136 and 138, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909.

10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [N1002A

C. G. NORMAN & Co.

SOLE distributors for the County of London; early delivery.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0297/R

H. W. MOTORS, Ltd., offer:—

NEW Citroen 6-cylinder for immediate delivery.

NEW Citroen Light Fifteen for immediate delivery.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [N2042

COOMBS & SONS (GUILDFORD), Ltd., offer:—

NEW Citroen Light 15 to maker's full specifications, immediate delivery; list price £985/14/2.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford 62907-8-9. [N1057

CITROEN Distributors, Friary Motors, Ltd., Straight Rd., Old Windsor. Windsor 2002-3. [0892/R

JOHN S. TRUSCOTT, Ltd., official retailers, delivery from stock, it pays to purchase from specialists.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

GODFREY HOUGHTON, Ltd., Distributors Cheshire & N. Wales.—All models for early delivery; see and try the new 2CV, ahead of all others, just like its big brothers; sales with service.—City Rd., Chester. Tel. 24818. [0705/R

DAIMLER

DORKING MOTOR Co., Ltd., distributors.—Immediate delivery of Daimler Conquest.—Dorking 2256. [N1088

DAIMLER Conquest saloon, grey; £1,511/5/10.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

FORD

W.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley N.12. Tel. Hillside 4444.

CONSULT W. Harold Perry, Ltd., of North Finchley, before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr-Zodiac saloon.

W. HAROLD PERRY, Ltd., Ford main dealers, Invicta Works, 279 Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [N3042

ROWLAND SMITH'S for Ford.

A RANGE of new cars and light vans on view.

IMMEDIATE or early delivery most models.

PART exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018

DAGENHAM MOTORS, Ltd., Ford main dealers.

56, Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 5388. And 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [N1066

PRIDE & CLARKE, Ltd.—Ford agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

MOTOURISTS (LONDON), Ltd., for Fords.—Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

FORD Popular saloon, grey, delivery from stock; £390/14/2.—Buntings Motor Exchange, Harrow. Tel. 6225-6 [9240

NEW 10hp Ford shooting brakes and traveller's cars, quick delivery.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [N2022

NEW Ford Zephyr, black, red lthr. htr.; £788/15/10 ex. wks.—The Goldings Park Motor Co., Ltd., Basingstoke. Tel. 241. [9041

CYRIL SHEPPARD OF READING for new Fords; in stock, Zephyr de luxe, blue, all extras; terms, exchanges.—Sonning 2345. [8937

JOHN S. TRUSCOTT, Ltd., authorized Ford dealers; immediate delivery Popular, early delivery Consul and Zephyr.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

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MAYFAIR and West End agents; all new Ford models; drive and try for yourself a 1954 Zephyr before taking delivery from:—

RIPCO, Ltd., 16, Albemarle St., W.1. Hyde Park 2952-3-4. [N3052

R. C. WIMBUSH, Ltd., Ford stockists; some models available; part exchanges and h.p. facilities.—312, Earls Court Rd., S.W.5. Fremantle 8401. [N4056

NEW Ford Popular saloon, immediate delivery; list price.—Trinity Cars, Ltd., Ford Retail Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [N4034

ERSKINE, Woking, for most Ford models, choice of colour, delivery from stock; exchange and immediate h.p. terms.—S. F. Erskine & Sons, Ltd., Tel. Woking 330. [N2051

ARTHUR E. GOULD, Ltd., main Ford dealers. Sales: Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5. Service: Minerva House, Cheniles St., W.C.1. Museum 6075. [0656/R

RAYMOND WAY, the hire purchase specialists, for your new Ford; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044; open 9 to 8 six days a week. [0779/R

F. R. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines); 104, Foord Rd., Folkestone. Folkestone 51222 (2 lines). [0096/R

FRAZER NASH

REQUESTS for literature and information in respect of the latest Mark II Le Mans Replica, Targa Florio, Mille Miglia and Fixed-Head Coupe models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth. Hounslow 0011. [0478/R

HILLMAN

SMITH AUTO Co., Ltd., main dealers for Rootes Group, offer favourable delivery of the Hillman range.—145, London Rd., Croydon. Croydon 4600-4632. [0868/R

HILLMAN Minx saloons, coupes, estate cars, early delivery; exchanges and terms; cars prepared for clients returning to England.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011

HUDSON

1954 models.—Immediate delivery of Hudson Hornet 6-cylinder saloons, price and specifications from—Hudson Motors, Ltd., Great West Rd., Chiswick, London, W.4. Chiswick 3621. [9050

HUMBER

HENDON CENTRAL GARAGE, Ltd., offer:—

IMMEDIATE delivery new Humber Super Snipe saloon.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5 [N2034

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100% Rootes Group dealers.

NEW Humber Hawk saloon; immediate delivery; equitable h.p. facilities and part exchanges.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [N1008

MOTOURISTS (LONDON), Ltd., for Humbers.—Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

CARRIS MOTORS, Ltd.—Humber Hawk and Snipe; immediate delivery.—Lewisham Bridge, S.E.13. Lee Green 8585 [0720/R

SMITH AUTO Co., Ltd., Main Dealers for Rootes Group, offer early delivery of Super Snipe and Hawk saloons.—145, London Rd., Croydon. Croydon 4600-6432. [0867/R

HUMBER Hawks and Super Snipes, immediate delivery; exchange and terms; cars prepared for clients returning to England.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011

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MANCHESTER: 1-5, Peter St. (Blackfriars 7843.) [0153/R

ROWLAND SMITH'S for Jaguar.

A RANGE of new cars on view.

FAVOURABLE delivery Mark VII and XK models.

PART exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford 62907-9. [0244/R

K. J. MOTORS, Ltd., N.W. Kent's leading Jaguar main dealers.—Bromley, Kent. 3456. [0286/R

MARK VII saloon, good deliveries, cash, exchange or hire purchase.—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. 207. [7121

JAGUAR Mark VII saloon, immediate delivery; ask for part exchange quotation.—Steele Griffiths, London, S.E.5. Rodney 2201, or Newmarket. [9098

W. T. RICHARDS (BEXLEYHEATH), Ltd., Jaguar area dealers; immediate delivery Mark VII; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0914/R

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JOWETT.

ODSON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R

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JOWETT

RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7553. [0504/R

KAISER

KAISER sales, service, spares; sole concessionaires for Great Britain.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. [0309/R

LEA-FRANCIS

WEST Yorkshire distributors of Lea-Francis cars.—Marshalls (Halifax), Ltd., King's Cross Rd., Halifax. Tel. 5044. [0470/R

MERCEDES-BENZ

WELWYN SERVICE DEPOT, Ltd.

HERTS, Bucks, Beds, Cambs, Hunts and Northants Main Distributors; enquiries invited for early delivery.—Welwyn Garden City, Hatfield 2178. [0611/R

MERCEDES-BENZ distributors for Surrey and Sussex, all models available; write for full details.—Woking Motors (Maybury Hill), Ltd Woking [illegible]
[C4057

GODFREY HOUGHTON, Ltd., Main Agents Chester & North Wales.—A new motoring experience, favourable delivery most models; 220 model from stock; sales with service.—City Rd., Chester. Tel. 24818. [0704/R

TAYLOR & CRAWLEY, official retailers for Mercedes-Benz; drive these exciting demonstrators; part exchanges and terms.—Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213 [N4036

SWANMORE GARAGE, official distributors, Hants, Dorset, Wilts, Somerset, Devon and Cornwall. Early deliveries all models.—1176-1180, Christchurch Rd., Boscombe East, Bournemouth. Tel. Southbourne 43344, 43345. [N4024

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JOHN S. TRUSCOTT, Ltd., official retailers of Mercedes-Benz, the oldest car manufacturers in the world, offer a range of models which incorporate the highest attainable standards of technical design, quality, finish and long life; let us prove this to you, full details on request, demonstrations of all models including type 170-SD (diesel), immediate or very early delivery, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. May. 4274. [N4035

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NEW TF sports 2-seater on view.

ALL models supplied. Part exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—M.G. agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

IMMEDIATE delivery new M.G. T.F. 2-str.; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9246

S. G. SMITH (MOTORS), Ltd.—Order your new M.G. model T.F. sports tourer now; all orders delivered in strict rotation; your old car or motor cycle taken in part exchange.—New Cross 0460. 285, Rye Lane, Peckham, S.E.15. [0529/R

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BASIL ROY, Ltd., Morgan distributors; full range on view.—161, Gt. Portland St., W.1. Langham 7733. [0510/R

PRIDE & CLARKE, Ltd.—Morgan agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

MORGAN Plus-4 distributors.—1954 2-seater in stock; send s.a.e for full specification.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

LATEST Plus 4 drop head coupe in red, immediate delivery of this famous rally winner, cash, exchange, or hire purchase.—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. Morecambe 207. [4522

RAYMOND WAY, the hire purchase specialists, for your new Morgan Plus 4, most models in stock; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044; open 9 to 8 six days a week [0780/R

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FOR immediate delivery Oxford, Morris Six and traveller's car.

WOODCOTE MOTOR Co. Epsom 1234. [0007/R

ROWLAND SMITH'S for Morris.

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D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

MORRIS Oxford for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631 [N4009

PRIDE & CLARKE, Ltd.—Morris agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

MEBES & MEBES Ltd. (Est. 1895), offer delivery of most models.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [N3012

IMMEDIATE delivery new Morris Oxford saloon birch grey.—Croydon Automobile Co., Ltd., Thornton Heath 3276 [5202

F. L. CRANMORE, Ltd., Potters Bar.—Morris Oxford utility de luxe, Morris Oxford saloons.—Tel. 2040 Potters Bar. [N1062

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IMMEDIATE delivery new Morris Oxford saloon, choice of colour, standard or de luxe models.

HEARD BROTHERS, Broad Quay, Bideford. Tel. Bid. 470. Morris distributors (North Devon). [9106

MORRIS Oxford saloon, grey; £753/7/6.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

AVAILABLE for immediate delivery, choice of colours.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [N1016

GEE CARS, Ltd., for your new Morris; immediate delivery Oxford de luxe, grey and red; exchange or terms.—60-62, Queenstown Rd., S.W.8. Mac. 3565. [0996/R

SMITH & HUNTER, Morris contracting agents; immediate and near delivery; exchanges, deferred terms.—376, Kensington High St., W.14. Western 2512. [N4019

LANKESTER ENGINEERING Co., Ltd.—Immediate delivery Cowley van; also Morris Oxford saloons, choice of colour.—59-63, Eden St., Kingston-on-Thames. Tel. Kin. 3151-4. [0264/R

SPRING is just around the corner and you couldn't do better than secure immediate delivery of your new Morris Oxford saloon; £708/15; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [N2008

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NASH cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558/9. [0562/R

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0882/R

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 8626-7.) [0257/R

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [0199/R

PACKARD

SOLE Concessionaires, Leonard Williams & Co., (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex Ealing 3400. [0730/R

PARAMOUNT

PARAMOUNTS—the new 10hp 4-seater sports roadster, a few now available from stock; write for illustrated brochure and arrange for a demonstration; list price £625 plus P.T. £261/10, full details from sole distributors.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [N1035

PEUGEOT

LANCASHIRE.—Distributors for Peugeot cars, early delivery. Sales and Service.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0515/R

LONDON.—Peugeot sales and Service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [6456

TOM KNOWLES, Sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [0898/R

PONTIAC

PONTIAC — U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

PORSCHE

SOLE concessionaires for Great Britain, official service and spares.—A. F. N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [N2015

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PRIDE & CLARKE, Ltd.—Immediate delivery of the Reliant Regal; exchanges, terms.—158, Stockwell Rd., S.W.9. Brixton 6251. [N3068/R

RAYMOND WAY for your Reliant Regal 3-wheeler, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. [0778/R

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LONDON.—Renault sales and service.—Witcher & Son, 59 Cadogan Lane, S.W.1. Sloane 4126. [6457

METROPOLIS GARAGES Ltd., the Renault distributors for sale, service and spare parts for all models.—1-31 Maclise Rd. (Olympia) W.14. Ehe. 5385-6-7 [0626

RAYMOND WAY for your Renault 750 saloon, immediate delivery; cars and motor cycles welcomed in exchange — Kilburn Bridge N.W.6. Maida Vale 6044. [0777/R

AUTO SALES (LONDON), Ltd., are North London distributors of the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mal. 5555. [0110/R

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1½-litre delivery ex stock, one only.—Montrose Motors, Wembley 2636. [0765/R

F. L. CRANMORE Ltd., Potters Bar.—1½ Riley, black, immediate. Tel. 2040 Potters Bar. [N1062

SMITH MOTORS, of Dulwich, for Rileys; terms, exchanges.—285, Rye Lane, S.E.15. New X 0462. [0530/R

PRIDE & CLARKE, Ltd.—Riley agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

RILEY

MOTOURISTS (LONDON), Ltd., for Rileys.—Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

NEW 1½-litre Riley, black and maroon, immediate delivery.—H. M. Bentley & Partners, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

CLARKE & SIMPSON, Ltd., Riley sales and service, offer immediate delivery of the new 1½-litre in a choice of standard colours; in addition, the following special colours are available from stock:—

AUTUMN red, silver grey, ivory or sunbronze, all with red leather; woodland green or mist green with beige leather; quick delivery of any other special colour scheme.

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OFFICIALLY appointed Rolls-Royce dealers.

OFFER imminent delivery of a new Rolls-Royce Silver Wraith chassis fitted with a special Park Ward sports saloon body, finished in tudor grey, trimmed in red leather, fully equipped, a most attractive car, inclusive price; £2,296/4/2.

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SHOWROOMS: 1-5, Peter St., Manchester, 2.

'PHONE: Blackfriars 4942

SERVICE station: Cheetham Hill Rd.,

MANCHESTER, 8. Tel. Blackfriars 2302 [0561/R

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

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ROLLS-ROYCE Silver Dawn, one only, for early delivery; send for list.

YOUR present car in exchange.

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HENLY House 585, Euston Rd., N.W.1. (Euston 4444.) [0154/R

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COOMBS & SONS (GUILDFORD), Ltd., offer:—

NEW Rover 60 saloon to maker's full specifications; list price £1,165/15.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [N1057

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey. St. Catherine's Garage, Guildford 62907-8. [0245/R

ELLIOTTS OF BIDEFORD, Tel. 744.—Rover distributors for early delivery. [8649

K. J. MOTORS, Ltd., N.W. Kent's leading Rover main dealers.—Bromley Rav. 3456. [0287/R

CROYDON Main Agents, Leathwood's Garages, Ltd., 20, St. James's Rd., Croydon. Tho. 1222. [0065/R

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551 [N1018

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. 4444. [1660

DORKING MOTOR Co., Ltd., Main Agents.—Immediate delivery of Rover 60 and 75; early delivery of 90.—Dorking 2256. [N1088

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—521, Romford Rd., Forest Gate, E.7. Maryland 4818. [0451

WOKING and district.—Rover sales and service at L. F. Dove, Ltd., Guildford Rd., Woking. Tel. Woking 1282 [N1078

W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0912/R

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ROSENFIELD for Rover distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0866/R

GODFREY HOUGHTON, Ltd., Retail Dealers.—Favourable deliveries all models; 60 model from stock; sales with service.—City Rd., Chester. Tel. 24818. [0705/R

H. A. FOX & Co., Ltd., appointed official retailers for Rover cars will be pleased to receive enquiries and orders for all models.—3-5, Burlington Gardens, Old Bond St., London, W.1. Tel Regent 7687. [0140

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SOLE Concessionaires.

IN Great Britain and Northern Ireland for Simca spares and service Distributors and Dealers throughout the country. [0665/R

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DAVIES MOTORS, Ltd.—Distributors for parts of Middlesex and Surrey; immediate delivery; full service and spares facilities.

273, London Rd., Staines. Tel. 4211 (5 lines). [N1080

PRIDE & CLARKE, Ltd.—Simca main agents; immediate delivery; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

H. M. BENTLEY & PARTNERS, Ltd., official retailers for Simca; demonstration car available, early delivery.—9, Albemarle St., W.1. Grosvenor 5551. [N1016

SUPERIOR Aronde saloon (£896/9/2), and Chatelain Station Wagon 1,221cc 35mpg, high speeds, outstanding road holding; terms, exchange; service.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6159. [0046

IMPORTANT to all motor lovers.—To arrive in style without feeling you have travelled is where the Simca Aronde comes in, here is de luxe motoring well within your budget, your present car accepted in part payment and credit facilities confidentially arranged.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

SINGER

SM 1500, colour choice; exchanges welcomed.—Distributors, Marbrook & Kirby, Sandwich. Tel 3066. [8760

THE Singer agents offer immediate delivery of all 1954 models; demonstrations, exchanges; deferred payments.

AUTOMENDERS, Ltd., Lowther Garage, London, S.W.15. Riverside 6496. [0757/R

STANDARD

ROWLAND SMITH'S for Standard.

A RANGE of new cars on view.

IMMEDIATE or early delivery most models.

PART exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018

SHAW MOTORS, Ltd., of Tooting, offer:—

IMMEDIATE delivery of Standard Vanguard Phase II saloon; part exchanges, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3031-2-3. [N4006

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot, day and night garage.

BERKELEY Square, London, W.1. Gro. 4343. [0840/R

ROUNDABOUT offer:—

NEW Standard Vanguard, colour black, red vynide, immediate delivery at manufacturer's list price.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middlesex. Waxlow 1071-5. [N3058

KJ MOTORS, Ltd.—Renown, T.R.2, Vanguard models, immediate delivery.—Bromley, Rav. 3456. [0220

STANDARD Vanguard, black and red, heater, delivery from stock.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011

STANDARD 8 saloon; immediate delivery.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

STEARNS & CO. (CAR SALES), Ltd., Standard stockist, all models.—254, Brompton Rd., S.W.3. Ken. 0081. [8677

JOHN S. TRUSCOTT, Ltd., official retailers; early delivery of Vanguard and 8hp models.—173, Westbourne Grove, W.11. Bay 4274. [N4035

STANDARD car specialists in sales and service, deferred terms.—Starnes Motors, 105, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0431/R

STANDARD

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers, part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0915/R

PRIDE & CLARKE, Ltd.—Exchange your car now for a new Standard Vanguard; immediate delivery; terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

ERSKINE, Woking, for all Standard models, choice of colour, delivery from stock; exchange and immediate h.p. terms.—S. F. Erskine & Sons, Ltd. Tel. Woking 330. [N2051

MEBES & MEBES, Ltd. (Est. 1893), offer delivery of Standard Vanguard Phase II, black, also 8hp model, blue, from stock.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [N3012

SPRING is just around the corner and you couldn't do better than secure immediate delivery of your new Vanguard or Standard Eight 4-door saloon, current market value for your present car, subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

STANDARD and Triumph (distributors in Surrey since 1911); immediate delivery Phase II Vanguard saloons, choice of colour; demo. available.—Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kin. 3151-4. [0402/R

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bexleyheath and Farningham. [0052/R

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Hawley Cres., Camden Town. Gul. 4141. [0091/R

SUNBEAM-TALBOT

HENDON CENTRAL GARAGE, Ltd., offer:—

IMMEDIATE delivery new Sunbeam-Talbot Alpine, finished in Alpine mist.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

AUTOMOBILE & AIRCRAFT SERVICES, Ltd

100% Rootes Group Dealers

NEW Sunbeam Alpine, Coronation red, immediate delivery; price £1,265; equitable h.p. facilities and part exchanges.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [N1008

SUNBEAM-TALBOT.—Dunham & Haines, early delivery of all models.—46, Castle St., Luton 2100-1. [C1079

BARNET area.—Sunbeam-Talbot main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0332. [0413

SUNBEAM-TALBOT saloons and coupes, immediate delivery; also Alpine sports; exchange and terms; cars prepared for clients returning to England.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011

SUNBEAM-TALBOT.—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 460/4632. [0869/R

TRIUMPH

ROWLAND SMITH'S for Triumph.

ALL models supplied. Part exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot; day and night garage.

BERKELEY Sq., London, W.1. Gro. 4343. [0856/R

PRIDE & CLARKE, Ltd.—Triumph agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

L. F. DOVE, Ltd., offer immediate delivery of all new Triumph models.—69, Broadway, Wimbledon, S.W.19. Tel. Liberty 3456. [N1077

LANKESTER ENGINEERING Co., Ltd., Standard and Triumph distributors; immediate delivery.—Renown saloons, choice of colour.—39-43, Eden St., Kingston. Tel. Kin. 3151-4. [0893/R

TRIUMPH T.R.2 sports, pearl white with red leather, wire wheels with knock-on hubs, for early delivery.—Starnes Motors, Triumph Specialists, 105, Cricklewood Broadway, N.W.2. Gladstone 2480. [9296

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms:—

4—6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641.

K J MOTORS, Ltd., main dealers for Bromley, Orpington districts.—Bromley, Rav. 3456. [0221/R

SOUTH-West Herts.—Consult oldest dealers for early deliveries and exchanges.—A. Christmas & Co., Ltd., Watford. Tel. 7750. [5686

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1078

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagen from the original specialists and main distributors; full service facilities.—Tel. Ripley 2361. [0017/R

DAVIES MOTORS, Ltd.—Distributors for parts of Middlesex and Surrey; immediate delivery; full service and spares facilities.

273, London Rd., Staines. Tel. 4211 (5 lines). [N1080

VOLKSWAGEN

CROYDON.—H. Harmer Car Sales, Ltd., Area Dealers, 444/8, Brighton Rd., South Croydon. Croydon 6225, Uplands 8629. [0127/R

AT your service in South Yorkshire and North Derbyshire.—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield. Tel. 26358/9. [0128/R

EUROPEAN CARS, Ltd., distributors for London Western districts, immediate delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses.

129—131, Old Brompton Rd., S.W.7. Fre. 3533. [0900/R

YORKSHIRE county distributors can offer early deliveries all models; full spares and service facilities available.—Moortown Garage, Ltd. 398, Harrogate Rd., Leeds, 7. Tel. 685131 (2 lines). [0723/R

GODFREY HOUGHTON, Ltd., Main Dealers Cheshire & N. Wales.—Early deliveries all models, including commercial and bus models, with after sales service.—City Rd., Chester. Tel. 24818. [0706/R

PRIDE & CLARKE, Ltd., South London distributors.—immediate delivery all models, choice of colour; demonstrations; exchanges, terms; "by return" spares service.—158, Stockwell Rd., S.W.9. Bri. 6251. [N3068/R

WILLIAM ARNOLD, Ltd., Volkswagen distributors for S. Lancs, Cheshire and N. Wales; sales, spares, service; demonstration car available.—Upper Brook St., Manchester, 13. Tel. Ardwick 4261-7. [0519/R

STANDARD saloon, £599/13/4; de luxe, £689/12/6; Microbus, £979; van, £668; terms, exchange; service.—Details why Volkswagen are outstanding from Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6159. [0041

WOLSELEY

EW

EUSTACE WATKINS, Ltd., sole London distributors; early delivery 6/80 and 4/44 models; part exchanges and hire purchase.—12, Berkeley St., W.1. (Mayfair 5951.) [N4046

ROWLAND SMITH'S for Wolseley.

A RANGE of new cars on view.

FAVOURABLE delivery 6/80 and 4/44 models.

PART exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018

THE WOODCOTE MOTOR Co., Ltd., Epsom.

WOLSELEY distributors for East Surrey; earliest deliveries 6/80 and 4/44.—Epsom 1234. [0008/R

J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

WOLSELEY 6/80 and 4/44 saloons for immediate delivery.—D. J. Shepherd & Co. (Enfield) Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009

F. L. CRANMORE, Ltd., Potters Bar.—Wolseley 4-44, green.—Tel. 2040 Potters Bar. [N1062

PRIDE & CLARKE, Ltd.—Wolseley agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

R. C. WIMBUSH, Ltd., Wolseley stockists; 6/80 and 4/44 models available; part exchanges; h.p. facilities.—312, Earls Court Rd., S.W.5. Fremantle 8401. [N4056

MEBES & MEBES, Ltd. (Est. 1893), offer immediate delivery of 6-80 from stock and early delivery of 4-44.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [N3012

C. W. J. COLES (CROYDON), Ltd., official Wolseley agents, offer early delivery of 6/80 and 4/44 models; part exchange and hire purchase.—18, Blunt Rd., Croydon. Croydon 0076-5. [7677

SPRING is just around the corner and you couldn't do better than secure your order for your Wolseley 6/80 or 4/44 saloon, current market value for your present car, subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

MISCELLANEOUS CARS

GATEHOUSE MOTORS

ARE stockists for Austin, Ford and Singer cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [N2021

McKINNON MOTORS, Ltd., offer:—

STANDARD Vanguard saloons, latest models now on view in our showrooms as below, immediate delivery, black/red vynide, £787; grey/blue leather, £808; duo-tone, grey lower blue upper, red vynide, £794; Triumph Renown saloon, inc. radio, heater, etc., £1,156; part exchanges and confidential terms.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [M3020

ALL makes of cars, utilities, vans; terms, exchanges.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [0077

ROWLAND SMITH'S for new cars. All makes supplied. Stockists for Austin, Ford, Jaguar, M.G., Morris, Standard, Triumph and Wolseley.

PART exchanges, any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, 'phone or write.—Marston Motor Co., Ltd., Sta. 3000. [0713/R

COMMERCIAL VEHICLES

NEW Ford 10cwt pick-up truck; £425/18/10 ex. wks.—The Goldings Park Motor Co., Ltd., Basingstoke. Tel. 241. [9042

IMMEDIATE delivery new Ford (Thames) 5cwt and 10cwt vans; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

ASYNCHRO 1954 Vauxhall Velox or 1954 new style Ford Anglia self-drive, costs from £6 per week, small mileage charge, or alternative rates; A.A., R.A.C., radio, heater, Continental touring; special facilities for overseas visitors.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4108. Cables: Synchro, London. [0636/R

LOUIS & Co., for self-drive hire.—Padd. 9196. [M2069

MANCHESTER.—Drive yourself 1953-54 saloons; overseas visitors specially catered for.

SUREFLEET, delivery anywhere in England.

SUREFLEET, lowest rates in the trade.

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel Moss Side 1937. [0646/R

SLOUGH CAR HIRE.—A40 saloons, drive yourself.—Res. 36, Mackenzie St. Tel. Slough 20501. [0132/R

IVOR HILL, Ltd.—1953 A40 Somersets for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wimb. 5686. [0360/R

IRELAND Self Drive.—Ryans, 33, Upper O'Connell St., Dublin. 7, Crofton Ave., Dun Loaghaire. [0877/R

SMITH & HUNTER for self drive, inclusive winter rates.—376, Kensington High St., W.14. Wes. 6417. [0458/R

ALWAYS 'phone Mac. 3363 for new Ford Consuls, also Zephyrs and Prefects; limited mileage; special facilities for overseas visitors.

GEE CARS, Ltd., 60/62, Queenstown Rd., London, S.W.8. [0091/R

AUSTIN A40s, 70s, 90s, saloons or convertibles, drive yourself, low winter rates.—Truman's Garage, Queensway, W.2. Bay. 6415. [0686/R

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.11. Par. 9864-5. [0466/R

LONDON'S lowest rates. The private car chauffeur-driven hire service.—Lontax (Vic. 7771-2). Dolphin Square, S.W.1. [0042/R

HAROLD R. HILLS GARAGE.—Garage accommodation service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 4020. [0551/R

IRISH touring, hire it and drive it, the Morris Oxford 1 and Minor.—Shelbourne Motor Co., Ltd., 20, Kildare St., Dublin. [6280

SELF-DRIVE post-war Morris, Austin A40, Morris Minor.—Rons (Car Hire), Ltd., 5, Choumert Rd., Peckham, S.E.15. New Cross 2103. [7576

1953 self-drive cars available for hire from Self Motoring, Ltd., 108, Knightsbridge, S.W.1. Tel Ken. 6428 and Bay 8229 (Garage). [2936

WIMBLEDON CAR HIRE, self-drive specialists.—1951-53 Austin A30s, A40s and A70s from £1 a day.—Mansel Rd., S.W.19. Wim. 3834. [0811/R

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, S.E.23. (For. 2432.) [0679/R

1953 Zephyrs, 15gns a week, 600 miles; also new Consuls, Oxfords, Somersets; request tariff.—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. Paddington 2646/6801. [0318/R

POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [M2024/R

CAR HIRE (MAYFAIR), Ltd., for Rolls-Royce and Austin dependability, chauffeur driven. 1951-52 A40s and A70s to drive yourself; competitive rates.—12, Bourdon St., Berkeley Sq., W.1. Mayfair 8689. [0084/R

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage; cars delivered.—Bri. 5532 and 8637. 290, Milkwood Rd., Herne Hill, S.E.24. [0683/R

SELF-DRIVE.—Coming on leave, visiting Britain? Our keenest rates for vacation period hire, slim your motoring budget; modern fleet; alternative types available.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [0031/R

DRIVE YOURSELF HIRE Co. (LONDON), Ltd.—1954 cars; reduced winter rates from 3 days for £3; summer holiday tariff on request.—306, Seven Sisters Rd., Finsbury Park, N.4. Sta. 5493; 20, Grosvenor Place, Victoria, S.W.1. Slo. 9844; 33e, Kings Rd., Chelsea, S.W.3. [0507/R

OVERSEAS visitors a fleet of 1952-3 Austin Drivehyre saloons for hire to drive yourself; send for illustrated brochure to Drivehyre Cars, Ltd, Head Office, Kingsway, Newport, Mon. Available at 12 Drivehyre stations throughout Britain. Also available for home market. [0211/R

WILSONS CAR HIRE SERVICE.—New cars in perfect condition; self-drive from £1 per day, 30 miles or £5 a week, 210 miles, including petrol, oil, insurance, excess 4d per mile; overseas visitors can hire or buy with guaranteed repurchase price.—34, Acre Lane, S.W.2. Brixton 4011; 1, Dorking Rd., Epsom 3901. [0402/R

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WM WELBECK MOTORS, Ltd., offer the country's lowest rate for brand new (1953) 8hp self-drive hire cars; no mileage charge, no mileage limit; you just pay a flat rental and that is all—however far you go: one day, £1/15; 24 hours, £2/10; one week, £12/10; 2 weeks, £20; no other charges whatsoever.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). Office hours: 8 a.m. to 8 p.m. [0631/R

SUSSEX MOTORS.—Self-drive or chauffeur-driven: 1952-53 Morris Minors, Austin A40, Vauxhalls, Standard Vanguards; overseas visitors catered for.—1, Burwood Mews, Burwood Place, Edgware Rd., London, W.2 (near Marble Arch). Pad. 5306 and Amb. 5025. [0589/R

DO a "good deal" better with Carr Bros. on self-drive or chauffeured hire, best cars, best terms, with choice of tariffs from nearest of 5 branches.—Ger. 6678-9; Renown 6393; Uplands 4811; Hounslow 4606; Wallington 1006. Call/write Soho Garage, 21, Soho Sq., London, W.1, for particulars. Branch opposite Gatwick Airport. Head Office—Purley (0565: "Carrbros., Croydon, Eng."). [M1041

LUXURY travel at low cost, Britain and Europe: 350 new 1954 self-drive cars and estate cars from 15/- a day for 35 free miles; excess at 3d a mile; or unlimited mileage tariff; special quotes for long periods; cars supplied on repurchase scheme; radios, heaters, air-conditioners, roof rack; recommended A.A. and R.A.C.—J. Davy, 215, Brompton Rd., S.W.3. Ken. 1108, and Logan Place, Kensington. Fre. 6000. [0401/R

DRIVE Yourself Hire.—1953/4 saloons, choice of cars at attractive rates with unlimited mileage for short or long periods. Overseas visitors, both old and new clients specially welcomed. We have been pioneers of self-drive hire for over 30 years.—Write, 'phone or call, M. P. Edwards & Co., Ltd. (Established 1918), 154, Great Titchfield St., London, W.1. Tel. Langham 0012 and Museum 6366. [C2003

HIRE a car as private as your own from Victor Britain, the Car Hire Specialist; pay less and always get a new car; self-drive Morris Oxford, Ford Consul or Vauxhall Velox 6-cylinder from £1 a day or £6 a week and an easy 8d a mile; all petrol and oil free.—Write, telephone or call, Victor Britain, Ltd., 12a, Berkeley St., London, W.1. (Tel. Grosvenor 4881); or 11, Gt. Cumberland Place, Marble Arch, W.1. (Tel. Ambassador 2814). [0772/R

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BRADFORD, Yorks.—Eric S. Myers, Ltd., No worry Depots, Drill Parade, Belle Vue, Bradford 25605. [0770

MANCHESTER, 3, City Centre.—Williams Motor Co., Ltd., 1-15, Tradford St. Always open for garage, petrol and complete breakdown and accident service. [0769

PIRBRIGHT (near Guildford/Woking), Surrey.—Clarke's of Pirbright, Brookwood 2201/2. A.O. [221/R

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RAYMOND WAY, the exchange specialists.

YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car. If the value of your vehicle is more than the deposit you require we will gladly refund your cash for the difference.

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ROWLAND SMITH will quote for your car in part exchange; highest allowance for motor cycles and 3-wheelers; particulars and list on request.

ROWLAND SMITH for hire purchase terms; private and confidential; immediate delivery in approved cases; references and guarantors not essential, cash refunded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [M4018/R

RON McKENZIE invites you to his Motor Cycle and Car Exchange Centre at 961, Chester Rd., Stretford, 2 miles South Manchester, open to 8 p.m. and week-ends; terms if required. [0025

EXCHANGE your car for a new or used motor cycle or combination; we offer you a cash refund if our part exchange allowance exceeds the deposit on the machine of your choice; terms over 18 months.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251. [0036/R

CAR RADIO

RADIOMOBILE accredited dealers, qualified mechanics are always available for car radio repairs.

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J. DAVY, H.M.V. car radio, accredited dealers. Smith's Radiomobile, sales and service.—Fremantle 6000. [0159/R

MOTOROLA, world's finest motor radio; sole licensees and registered users.—World Radio Ltd., Edgware Rd., London, N.W.2. Gladstone 4255. [0419/R

CAR RADIO

ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montagu St., London, W.1. Ambassador 1937. [0162/R

UNIVERSITY ELECTRICS, Ltd., 7, Hertford St., W.1. Gro. 4141. Specialists in car radio, H.M.V.-Radiomobile, Ekco etc. expert installation and service for trade and retail. [0668/R

SPIKINS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham. Tel. Popesgrove 1055-6-7. — Accredited Radiomobile station; expert installations and service; trade and retail all makes available. [0116/R

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RONALD KENT (COACHBUILDERS), Ltd., Coal Wharf Rd., Shepherds Bush, W.12. She. 2231. [0273

GROUT & Co. (COACHBUILDERS), Ltd., 2, Imley Rd., Hammersmith. Riverside 1048.—All types of coachwork. [0509/R

ALPE AND SAUNDERS (COACHBUILDERS), Ltd. Cellulosing. Trimming. Complete Bodies Built Station Approach, Kew Gardens, Richmond 1161. [9367

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LAWTON-GOODMAN, Ltd.—New shooting brake bodies, conversions, repairs and renovations, reasonable prices.—135, Cricklewood Broadway, N.W.2. [M2022

PILCHERS, 314, Kingston Rd., S.W.20. Liberty 2350. body repair and painting, all processes, private and commercial: trade enquiries invited. [0125/R

JACK BARCLAY (SERVICE), Ltd., can undertake all classes of coach repair work at Danvers St., Chelsea, London, S.W.3. Flaxman 2223. [M1082/R

GLASSFIBRE sports 2-3-seater body shells for Ford 8/10 specials modern appearance; £72, other bodies, hardtops.—10, Winchester Mews, N.W.3. Primrose 6159. [0578

W. M. PARK (COACHBUILDERS), Ltd.—Body building and all repairs, recellulosing, trimming and conversions; special facilities for overseas visitors; Fibreglass constructions and repairs undertaken.—Mortlake Rd., Kew, Ric. 5625-6. [0348/R

50in velour head lining, 7/6 yd., Vynide leathercloth 7/6 yd.; 40in rubber-backed pile carpet, 32/6 yd.; 54in double felt, 7/6 yd.; bucket seats complete 45/-, shell only 25/-; new easyfit rubber window channel, 7d ft; for 30-page price list with practical hints and tips for all body repairs; over 200 mouldings, beadings, channels, windows, Perspex, trimmings fittings, paints, etc., send P.O. 2/- and stamp.—Wings 195, High St., West Wickham, Kent. [M4061

FOR every requirement, body fittings and trimmings, bucket seats, large selection including: Light steel frames 25/-, upholstered Vynide, spring cushions £4; tubular framed from £4/15; light alloy frames, 14in 65/-, 16in 65/-, trimmed Connolly hide, Dunlopillo £8/15; back lights (rear windows) from 26/6; cycle type wings; steel and light alloy window channelling, aluminium sheeting, mouldings and sections, body fittings, stamp list.—Derrington, 159-161, London Rd., Kingston 5621-2. [M1071

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WANTED. Four-seater body for Healey B-type chassis, saloon or open.—Box 4437. [8959

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FINANCIAL PARTNERSHIP, ETC.

PARTNERSHIP offered in well-established used car business, modern showroom situated West End, selling good class cars; experience of business essential; capital required about £3,000.—Box 4391. [8872

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BEARTS OF KINGSTON, 102, London Rd., Kingston-on-Thames.—Wolseley reconditioned factory exchange units series II and III.—Kingston 3346. [0467/R

AUSTIN 7 reconditioned engines, 3-bearing £34; 2-bearing £31/10; engines forwarded against returnable deposit; trade supplied.

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R. J. GRIMES, Ltd., Hadleigh Garage, Marlpit Lane, Coulsdon, Surrey. Uplands 3637. [0718/R

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(See also page 96)

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GENERAL repair garage, good motor cycle agencies, first-class living accommodation, centre industrial town, S.W. England, freehold; audited accounts; £12,000; s.a.v.; bargain; ill health cause of sale.—Box 4458. [8986

BUSINESS & PROPERTY, SITUATIONS, BOOKS

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GARAGE required, 6/8,000 sq ft, in London area, for storage purposes.—Box 4232. [8592

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SALESMAN wanted, must have proved record and references.—Apply Central Garage, 126, Chase Side, Enfield. [8993

SALESMAN required by Vauxhall main dealers for private car sales; good prospects, salary and commission; car provided and to work in own territory. E. J. BAKER & CO. (DORKING), Ltd., 180, High St., Guildford. [9102

QUALIFIED motor engineer with assessing experience required, Midlands and North, give particulars qualifications experience.—Box 4122. [8354

SALESMAN required by long-established South London firm for cars and light commercial vehicles.—Apply, giving experience, to Box 4467. [9009

WORKING foreman required shortly for garage, only first-class men with experience need apply in writing, stating qualifications.—Box 3653. [7298

JUNIOR car-salesman required, intelligent, good education, able to drive, good wages and commission; previous experience not essential; full particulars to ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3. [M1001

BEDFORD commercial vehicle and Vauxhall salesmen required.—Write, giving fullest particulars, to Sales Director, G.N., Ltd., 278-300, Balham High Rd., London, S.W.17. [8652

SERVICE Manager required by West Country distributors, preferably with Rolls-Royce and Bentley experience; full details of previous experience to—Box 4016. [8856

AUTOWORK (WINCHESTER), Ltd., require first-class salesman, preferably one able take control of new branch, with buying ability.—Autowork, Ltd., Station Hill, Winchester. [C1010

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BOTWOODS, Ltd., Ipswich (Austin distributors), require a sales representative with proved record; permanent position with excellent prospects.—Apply in writing, giving full details of previous experience.

ARMSTRONG SIDDELEY MOTORS, Car Division, has a vacancy for an experienced senior body layout draughtsman; good prospects and salary above A.E.S.D. rates.—Reply to, Reference SG.5, Personnel Manager, Armstrong Siddeley Motors, Coventry. [8738

YOUNG stores assistant required, must have finished National Service, preferably with Vauxhall and Bedford experience; good salary and prospects for suitable applicant.—Green Garage (Bedfont), Ltd., Staines Rd., Bedfont, Middlesex. [9120

EXPANDING company handling Rootes Group and Ford products require two experienced sales representatives; first-class men should apply by letter, giving full details of experience, to Clifford & Co. (Sidcup), Ltd., Main Rd., Sidcup, Kent. [9121

CAR SALESMAN required by old-established firm holding agencies for popular makes, to cover North Essex; knowledge of territory an advantage; a splendid opportunity for man with personality and keenness; salary and commission.—Replies to Box 26, c/o Glover, Newsagent, Saffron Walden, Essex. [9101

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RETAIL sales manager required, must be fully experienced in pre- and post-war trade, able to sell as well as control activities of sales staff; excellent opportunity for right applicant.—Write, giving full details of past history, which will be treated in strict confidence, to Assistant Director, Wadham Bros., Ltd., Standard House Commercial Rd., Southampton. [9000

SITUATIONS VACANT

GENERAL works service manager required, not over 45, attractive proposition offered to a person who is a firm administrator and accustomed to controlling and organising all departments of a large garage business on own initiative (South Coast).—Apply in strict confidence with copy of reference to Box 4548. [9253

ASSISTANT service manager, 30/38, with at least 10 years' practical experience with main Ford dealer, good salary and bonus to competent young man with capacity and ability to co-operate in large organization; Midlands.—Full details of experience in confidence to—Box 4547. [9252

WELL-KNOWN firm of S.E. Midland automobile distributors require executive salesman, experience in the retail selling of specialist new cars and popular used cars essential; remuneration most attractive, plenty of scope for initiative and drive; applications from older men invited.—Box 4545. [9250

A REALLY good motor mechanic wanted by owner specialist firm of development engineers, 70 miles London; applicant must have good routine repair experience to quality and natural ability for engineering and specialist work; permanent position, sound prospects.—Write Box 487, Whiteley's, Queensway, W.2. [9015

WELL-KNOWN accessory manufacturers, whose products are standard equipment for British and U.S.A. cars and trucks, require established representative free to handle range of equipment, on weekly commission basis on all approved orders (including direct business from customers) received from selling area exclusive to representative; applicant must own car and work territory, taking daily orders for accessories and components already stocked throughout the entire trade by all wholesalers and garages; selling ground vacant, Cornwall, Devon, Somerset; valuable agency for salesman willing to develop existing turnover; write in confidence, stating age, area covered, etc.; applicant must live on selling area.—Box 4451. [8995

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GARAGE manager, 43, life experience, all branches, seeks permanent appointment, Southern Counties, skilled engineer, good sales record, excellent testimony integrity and ability.—Box 4469. [9025

SALES executive, age 42, 20 years' car and CV experience, at present a director of large firm in West Indies, returning to England this year, seeks position branch manager with possibility future directorship (capital available), with progressive company; fair salary required for conscientious work.—Box 3624. [7681

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WORKSHOP Manuals.—Morris, 17/6; Jowett, Renault, 21/-; Ford, M.G., 31/6; Austin, Hillman, 35/-.

CATALOGUE (April) Motoring Publications, 6d. Inquiries, stamp please.—Vivian Gray, Mail Order Booksellers, Hurstpierpoint, Sussex. [M2060

"AUTOCAR" bound volume (28), 1912, £5; The Complete Motorist by Filson Young, author's signed copy to Sir George Alexander, 1905, £4; The Automobile Handbook, 1904, £2. Also parcel containing following editions: Road Star, Full Throttle, Bits & Pieces, Dick Seaman, Motor Races, Wheelspin and More Wheelspin, and other motoring books; £3.—Franklin, Chorley Wood 30 & 462. [9028

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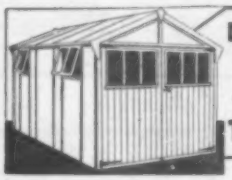

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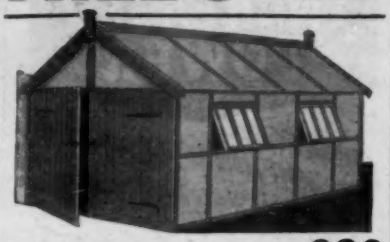

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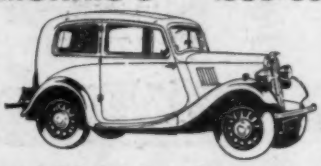

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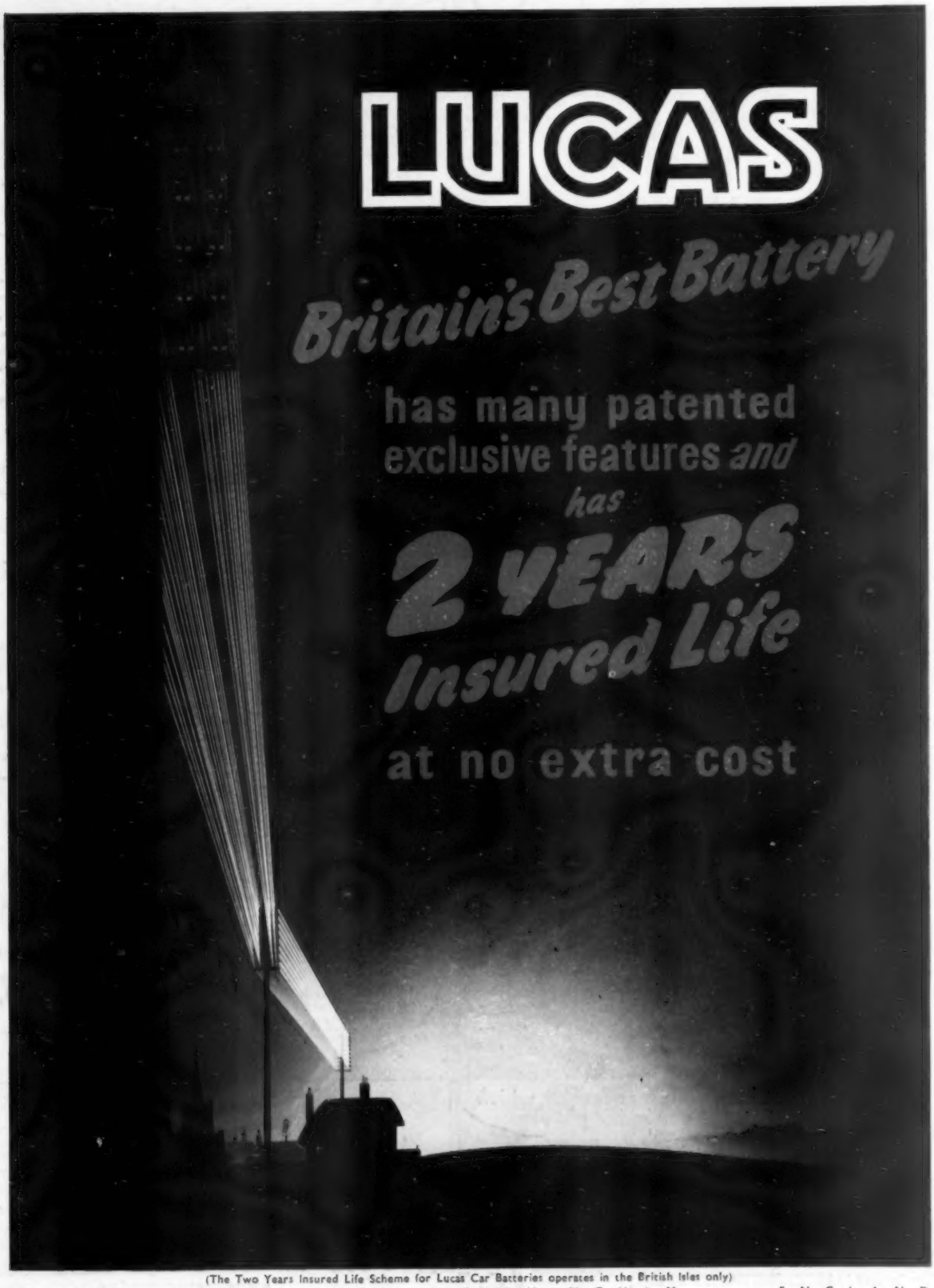

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